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CITY OF MOUNTAIN VIEW PRECISE PLANS



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CONTENTS
VOLUME I

TITLE OF PRECISE PLAN	DATE OF PLAN OR LATEST REVISION
Americana Center	July 1997
2100 California Street	April 1986
California-Ortega	June 1987
California Street-Showers Drive	April 1987
Castro-Miramonte Triangle	March 1975
Charleston South Industrial	April 1991
Clark-Marich	May 1989
Downtown	January 1988
Eagle Square	February 1985
El Camino-Castro Gateway	January 1984
El Camino Medical Park	May 1988
El Monte-El Camino	December 1985
Evelyn Avenue Corridor	May 1997
Evandale	December 1997
111 Ferry-Morse Way	July 1985
Grant-Martens	September 1977
Grant-Phyllis	July 1977
Grant-Phyllis Triangle	March 1977
1101 Grant Road	March 1977

also included:
Central Castro
Central City Area
Charleston Rengstorff
460 North Bailey Ave
310-600 West Evelyn Ave

CITY OF MOUNTAIN VIEW
MEMORANDUM

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
MAR 13 1998
UNIVERSITY OF CALIFORNIA

DATE: March 6, 1998

TO: All Persons with Precise Plan Binders

FROM: Lynnie Melena, Senior Planner

SUBJECT: PRECISE PLAN REVISIONS

Enclosed are three Precise Plans (and related inserts) for your Precise Plan binders. Two of the Precise Plans were revised in the past year (Americana and Evelyn Corridor) and one is new (Evandale). When you add these to your binders, you should remove the Leong-Fairchild and Fairchild-Evandale Precise Plans which were rescinded when the Evandale Precise Plan was adopted. Also, if you still have the 451 Villa Precise Plan in your binder, you should also remove it as it was replaced by the Evelyn Avenue Corridor Precise Plan in 1994.

Following is a summary of the new and amended Precise Plans:

Precise Plan	Res. #	Date of Revision	Type of Amendment
Evelyn Corridor	15782	May 13, 1997	Changed reconstruction provisions for nonconforming commercial/industrial uses
Americana Center	15801	July 8, 1997	Modified height, FAR and setbacks for projects with a major hotel
Evandale	16191	December 9, 1997	New Precise Plan: Replaces Fairchild-Evandale and Leong-Fairchild Area Precise Plans

U.C. Berkeley Library

CITY OF MOUNTAIN VIEW
MEMORANDUM

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
JAN 16 1997
UNIVERSITY OF CALIFORNIA

DATE: December 30, 1996

TO: City Councilmembers

FROM: Michael Percy, Principal Planner

SUBJECT: PRECISE PLAN REVISIONS

The attached Precise Plans are intended to update your Precise Plan binders. This packet includes eight Precise Plans: two new Precise Plans adopted in 1996 and six Precise Plans that have been amended during the past several years. The attached Precise Plans should replace the existing Precise Plans in your binder. Some of these Precise Plans have been previously distributed, but are being redistributed at this time to ensure that everyone has a current copy. There are also two new indexes for Volumes I and II that should replace the old indexes at the front of the binders. The following is a list of the attached Precise Plans and information on the type and dates of the most recent amendments.

PRECISE PLANS	RES. #	DATE	TYPE OF AMENDMENT
Americana Center P(35)	15952	4/30/96	New Precise Plan
Evelyn Avenue Corridor P(18)	15807 15872	3/28/95 9/12/95	Changed provisions regarding treatment of existing businesses Revised the Concept Illustration to delete second street connection between Villa and Dana. Revised text.
North Bayshore P(34)	15831	4/25/95	Added children's dormitories as a provisional use.
North Shoreline P(3)	15560	4/27/93	Expanded plan boundaries; added new floor area ratio category; modified landscaping standards; and increased building height.
San Antonio Center P(9)	15828	4/25/95	Added provisions to promote child care facilities.

PRECISE PLANS	RES. #	DATE	TYPE OF AMENDMENT
San Antonio Station P(8)	15829	4/25/95	Added provisions to promote child care facilities.
	15890	11/14/95	Modified required density, commercial building space, project phasing and parking, and created a new Area E planning zone.
	15978	6/25/96	Changed the land use designation for Area E from High-Density Residential to Neighborhood Commercial and established commercial development standards.
Shoreline West P(1)	15976	6/25/96	Changed Area 3 to permit industrial/office/R&D uses with new development and design guidelines.
Whisman P(36)	15926	2/13/96	New Precise Plan.

CITY OF MOUNTAIN VIEW
MEMORANDUM

DATE: May 10, 1995

TO: Precise Plan Binder owners

FROM: Aimee DeGroot
Department of Community Development

SUBJECT: 451 VILLA PRECISE PLAN UPDATE

Attached is the Evelyn Avenue Corridor Precise Plan which was approved by the City Council in March, 1995. Please place it and its tab in Volume I of your Precise Plan binder set, replacing the 310-600 West Evelyn Avenue Precise plan and tab.

Attached also is a new table of contents page for Volume I.

Thank you.

86
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CITY OF MOUNTAIN VIEW
MEMORANDUM

DATE: August 9, 1993

TO: Precise Plan Binder owners

FROM: Barbara McBride, Executive Assistant, Planning Department

SUBJECT: PRECISE PLAN UPDATE

Attached is a newly created Precise Plan approved by the City Council on July 13. Please place it in the back of Volume II of your Precise Plan binder set.

Also attached is an updated Table of Contents for Volume II.

Thanks
Barb

CITY OF MOUNTAIN VIEW
MEMORANDUM

DATE: December 2, 1992

TO: Precise Plan Binder owners

FROM: Barbara McBride, Executive Assistant, Planning Department

SUBJECT: PRECISE PLAN UPDATES

Attached are four Precise Plans which have recently been updated: Charleston South, North Shoreline Boulevard, San Antonio Center, and Villa-Mariposa. Please replace the existing corresponding plans in your binder.

Also attached are updated Table of Contents for each binder.

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
DEC - 3 1992
UNIVERSITY OF CALIFORNIA

INTER-OFFICE MEMORANDUM

DATE: September 14,1989

TO: Precise Plan Binder Owners

FROM: Amber Jones, Plannin Department

SUBJECT: Precise Plan Binders

Attached is the revised Clark-Marich Area Precise Plan. Please Replace the old Precise Plan in your binders with the new revised copy.

If you have any questions, please contact me at 6306.

Thank You,

Amber Jones

CITY OF MOUNTAIN VIEW
INTEROFFICE MEMORANDUM

8301075

DATE: April 27, 1989

TO: Precise Plan Binder Owners

FROM: Nedra Walker, Planning Department

SUBJECT: PRECISE PLAN BINDERS

Attached please find:

1. The newly created Fairchild-Evandale Precise Plan. Please place it in your binder.

2. The amended San Antonio Center Precise Plan and several Plans (5) that had minor street name changes where references had been made to Bailey or Stierlin Roads in the text, map or title.

Please replace the old plans with these in your binders.

If you have any questions, please call me at 6306.

Thank you

Nedra

8602048

CITY OF MOUNTAIN VIEW
INTER-OFFICE MEMORANDUM

86 02048

DATE: October 17, 1986

TO: City Council
Environmental Planning Commission

FROM: Glen Gentry, Director of Planning and Housing

SUBJECT: PRECISE PLAN BINDER

The material accompanying this memorandum is to be included in your Precise Plan binder:

-- 394 Ortega Avenue Precise Plan

-- El Camino/El Monte Precise Plan

-- San Ramon Precise Plan

-- Revised Contents Page. Please discard the old one.

-- Revised Title Page for 2100 California Street Precise Plan. Please discard the title page currently in the precise plan.

Respectfully submitted,

Michele Roberts
for Glen Gentry
Director of Planning and Housing

GG/MR/CAM
835-10-17M

Attachments

cc: Mr. Jack Leister, Head Librarian
Institute of Governmental Studies Library
101 Moses Hall--U.C. Berkeley
Berkeley, CA 94720

CM, CA, CC, FD, FC, PC, MD, ACM,
BIS, DDOP, DDCI, ZA, PP, HC

Leslie W. Gould
Alison Kendall
Gail Collins
Michele Roberts
Raymond Lacey
Library Reference Counter (2 Copies)

CITY OF MOUNTAIN VIEW

THE AMERICANA CENTER PRECISE PLAN

THE AMERICANA CENTER PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

MAY 30, 1995

RESOLUTION NO. 15801

AMENDED	RESOLUTION NO.	SUMMARY
April 30, 1996	15952	Modified height, FAR and lot coverage standards for residential area
July 8, 1997	16135	Modified height, FAR and setbacks for projects with a major hotel

THE AMERICANA CENTER PRECISE PLAN

April 30, 1996

I. LOCATION

This Precise Plan covers the area bounded by El Camino Real, Dale Avenue, Stevens Creek Freeway (Highway 85) and Continental Circle, a total of 32+ acres (Exhibit I—"The Americana"). The Americana area is included as part of the Sylvan-Dale Area Plan, originally adopted in 1974, latest amendment, July 27, 1982. For purposes of this Plan, the site is described in two subareas as follows:

Area A—The approximately 13.6-acre commercial area fronting on El Camino Real between Dale Avenue and Highway 85.

Area B—The approximately 18.6-acre medium-density residential area bounded by Dale Avenue and Continental Circle, "The Americana Apartments."

II. PURPOSE

This Plan provides density and land use criteria, design parameters and general guidelines to be used as the basis for future development and improvements to existing developments within the area. The purposes of the Plan are twofold:

A. Improve the area's existing commercial area during a time of transition.

B. Provide an improved plan for completion of the Americana Apartments which is consistent with the current land use objectives of the City while permanently improving the living environment within this well-established rental community.

III. PRINCIPLES AND OBJECTIVES

The following principles and objectives are the basis for specific criteria which follow. These principles and objectives stem from policies of the adopted General Plan, from criteria established within the Sylvan Dale Area Plan and from relationships to surrounding uses.

A. It is recognized that the original master planning of the Americana area was quite successful in locating the commercial uses along the heavy traffic arterials to provide a buffer for the residential use. The original Plan developed an excellent mix of commercial and residential use. This Plan intends only to further refine the original master plan by completing the residential component and updating the commercial site.

B. Previous plans for development of the remaining undeveloped residential site are modified to provide greater consistency and harmony with the surrounding residential density. The established 270-unit high-rise entitlement for completion of the Americana Apartments is reduced by this Plan to approximately 80 to 115 units with a resulting density that is consistent with the existing Americana Apartment community.

C. The nonresident traffic circulation around the residential area is reduced by abandonment of portions of Continental Circle. This street closure would occur provided overall commercial and nonresident traffic flows can be adequately met on remaining public streets and provided that the City Council finds that the street is not needed for the general public convenience.

D. The commercial uses fronting on El Camino Real are updated to encourage retention of high-quality retail and service businesses that provide goods and services to residents of the Mountain View and surrounding communities. This updating is planned to include replacement of the existing Lucky grocery store with a more modern full-service facility. Additionally, with the planned closing of the Emporium department store in July 1995, guidelines are established in this Plan for future uses of this property.

E. The Americana Center property is both a gateway and a landmark location within the City of Mountain View. Therefore, it is critical that the site, landscaping and building design of any development of this property be of the highest quality, present attractive views to the public and provide a sense of arrival and entrance to the community, to the neighborhood and to the property.

IV. USES

A. Area A (Commercial Area)

1. Permitted

a. Neighborhood-serving retail and service uses that provide goods and services to the immediate neighborhood.

b. Office uses appropriate to the area.

c. Large scale, destination-type retail and service uses appropriate to the area, including department stores, major-category retail and regional retail uses that provide goods and services to both the immediate neighborhood and surrounding communities.

These uses will require evaluation of traffic impacts to determine if the use is suitable for this location.

2. Provisional

a. Restaurants, cafés and any other establishment serving food.

b. Establishments providing entertainment (including theaters).

c. Aboveground parking structures.

d. Hotels.

e. Other retail or service businesses which are determined by the Zoning Administrator to be compatible with Permitted Uses.

B. Area B (The Americana Apartments)

1. Permitted

a. Housing at an average density for the entire Americana Apartments site of a minimum of 25 units per acre and a maximum of 35 units per acre.

b. Small family child care in accordance with the provisions of the Zoning Ordinance.

2. Provisional

a. Accessory uses appropriate to multi-family housing, including home occupations.

b. Aboveground parking structures.

c. Temporary uses occupying existing buildings or portions of the site.

V. DEVELOPMENT CRITERIA

A. General: These criteria are set forth as basic standards to help facilitate the appropriate design for future improvements to the area. In most cases, existing improvements to the area are consistent with these criteria. This Plan in no way suggests that existing improvements that vary from these criteria are not acceptable as legal nonconforming development. Deviations from these standards may be permitted if it can be demonstrated that the change will substantially aid in meeting the principles of the Plan.

B. Development Intensity

1. Overall floor area ratio.

Area A (Shopping Center)—	Minimum— 0.25:1 Maximum— 0.50:1
Area A (Projects with Major Hotel Component)	Minimum— 0.35:1 Maximum— 0.60:1
Area B (Apartments)—	Minimum— 0.50:1
	Maximum— 0.85:1

2. Building Coverage

Area A (Shopping Center and Projects with Major Hotel Component)	Maximum— 35 percent
Area B (Apartments)—	Maximum— 35 percent

C. Building Height

1. Area A—(Shopping Center)

Maximum height—2 stories or 55' (whichever is less). (The existing Emporium building exceeds this height.)

2. Area A—(Projects with major Hotel Component)

Maximum height—5 stories or 70' (whichever is less) within 250' from El Camino Real and in all other areas 3 stories or 55' (whichever is less). Height measurements shall not include mechanical appurtenances.

3. Area B (Apartments)

Maximum height—3 stories or 48' (whichever is less).

D. Yards and Setbacks

1. Area A (Shopping Center)

a. A minimum 40' setback from El Camino Real.

b. A minimum 20' setback from all other streets, increased to equal the height of the wall along that street. This may produce a varying setback from the street right-of-way if the wall height varies along the length of the street frontage.

2. Area A (Projects with Major Hotel Component)

a. A minimum 40' setback from El Camino Real.

b. A minimum 20' setback from all other streets, increased to equal the height of the wall along that street, except that buildings fronting up to 25 percent of the linear frontage on Continental Circle may have a 20' setback regardless of the building height.

3. Area B (Apartments)

a. A minimum 25' street setback.

b. Distances between various internal project buildings are not specified since the majority of the site has been developed. The plan for completion of the Americana Apartments should give careful consideration to the existing building separations to ensure a development that will blend harmoniously with its surroundings.

E. Minimum Site Area

1. Projects with a major hotel component shall have a minimum project site area of 6 acres.

F. Landscaping

1. Area A (Commercial Area)

a. A minimum of 15 percent of the net site area.

b. The landscaped area of the site includes an approximate 0.5-acre parklike area fronting on El Camino Real. It is an objective of this Plan to enhance the attractiveness and usefulness of this area by integrating it within the overall site landscaping and grading.

2. Area B (Apartments)

a. A minimum of 45 percent of the net site area.

b. The site design for the existing apartment development incorporates winding pathways between buildings, a relatively dense planting of evergreen and deciduous trees and a 1.5-acre lake to provide a very pleasant parklike environment within the site. The plan for completion of the apartment project will continue with a similar use of large scale trees and winding pathways connecting the building to the existing landscaping and facilities.

G. Parking

1. Area A (Commercial Area)

a. A minimum of 1 parking space for each 250 square feet of retail/service gross floor area, unless demonstrated by a parking study acceptable to the Zoning Administrator that a different ratio, higher or lower, is required for the use. This basic requirement is consistent with Section 36.37.1(g) of the Zoning Ordinance for minimum parking for "Shopping Centers." A maximum of 10 percent of the total floor area of the center may utilized for restaurants under this ratio. Additional restaurant area may be permitted provided parking is provided at a ratio of 1 space for every 100 square feet of restaurant space in excess of 10 percent of the center floor area.

b. The majority of the parking for the commercial area will be provided through surface lots that are situated between the existing (and planned) buildings and El Camino Real. Additional parking for the large retail building (currently occupied by Emporium) should be located in a garage immediately below the ground-level retail space.

c. Each portion of the commercial area (east and west of The Americana) shall provide the minimum parking as required in Section F(1)(a) within that portion of the site.

d. A parking and circulation study shall be required for any regional-serving retail or service use to establish that the proposed use will not generate excessive levels of parking or traffic congestion.

e. Truck access for pickups or deliveries utilizing Continental Circle shall be limited to the hours of 7 a.m. to 10 p.m. during the weekdays. Truck traffic should be discouraged from using Continental Circle during the weekends.

2. Area B (Apartments)

a. Minimum parking requirements will be established in accordance with Section 36.37.1(g) of the Zoning Ordinance.

b. The Zoning Administrator may consider modifications to the minimum parking standards if it can be demonstrated that the parking requirements of the residential area can be adequately met by alternative means.

H. Access.

1. Access to the site is by means of The Americana (from El Camino Real), Dale Avenue and Continental Circle. No direct vehicular access shall be provided along El Camino Real.

2. Consideration can be given to closure of a section of Continental Circle adjacent to the Stevens Creek Freeway (Highway 85). This consideration must be preceded by a traffic analysis that supports the desired plan of limiting nonresident traffic through the residential area and routing all commercial traffic directly to El Camino Real.

I. Environmental Mitigation

The measures to reduce environmental impacts identified in the Mitigated Negative Declaration are summarized in Attachment A and are incorporated as mandantory Development Standards for any development within this Precise Plan area.

VI. GENERAL DESIGN GUIDELINES

A. Architectural Compatibility—It is recognized that the existing commercial and residential buildings are high quality and have been well maintained since there original development. The objective of this plan is to ensure that new site and building improvements are architecturally compatible but not necessarily identical to the existing buildings and improvements. More contemporary design themes will be developed that enhance the overall appearance and functionality of the area.

B. Particular attention shall be given to the views of this site from El Camino Real over Route 85. The building facades shall avoid large blank surfaces and shall incorporate variations in the wall surface and roof line to provide shadow and visual character to these elevations.

C. Any wall surfaces, including noise walls, shall use textured block or other textured, high-quality material to both reduce reflected noise and to

improve the appearance of the wall. In particular, the elevations of the commercial buildings facing the Americana Apartments shall avoid large blank surfaces and shall incorporate variations in the wall surfaces and roof line to provide shadow and visual character appropriate to views from residential units.

D. Loading doors, equipment areas, storage areas, trash enclosures, roof equipment and similar activity areas shall either be located in areas where they are not visible from any streets or from adjacent residential areas or shall be fully screened by walls or other screening appropriate to the activity (for example, truck loading areas must be screened by a solid wall compatible with the building of sufficient size to totally screen the loading activity).

E. Care shall be taken to locate commercial activity away from the adjacent residential area.

F. To ensure adequate distance between buildings where building setbacks are less than the wall height, the location and height of buildings on adjacent properties shall be considered and the setback may be increased.

G. Major pedestrian entries should be provided from El Camino Real, The Americana and Dale Avenue to the commercial uses. Major, distinctive pedestrian entrances to the buildings should be oriented towards El Camino Real. Minimizing the building setback from the streets, especially El Camino Real, to less than about 85' will help provide good pedestrian access to the property and uses. If a greater building setback is used, special pedestrian pathways will need to be provided, especially between the bus stop on El Camino Real and the building entrances. The pedestrian pathways should not consist merely of a path to the parking lot and allowing pedestrians to wander through the lot to the buildings. The pedestrian paths should consist of areas marked by special paving, pathways in the landscaped areas or other design features that mark the space as being primarily for pedestrians.

H. Special walkway treatment should be provided across The Americana to clearly connect the two portions of the commercial development and to provide a clearly marked, safe and accessible crosswalk for pedestrians.

I. A clearly marked pedestrian and bicycle pathway accessible to the general public along the location of the Route 85 section of Continental Circle should be provided in perpetuity if this section of street is abandoned as a public street and returned to the adjacent landowner for development.

J. Care shall be taken to combine the landscaping design with the overall project design and to enhance the importance of this site as a gateway and landmark for the entire community.

1. The existing grove of Hertiage trees located adjacent to El Camino Real shall be incorporated into the overall landscape and site design in such a way that integrates this feature with the site and allows it to be a pleasant landscape respite along El Camino Real.

2. Specific acknowledgement of the history of this grove of trees and the contributions of Dale family to the history of Mountain View should be incorporated into the landscape and development plans for this area. This acknowledgement may contribute to the satisfaction of the requirement for public art which is required for any major development in Mountain View.

3. The design of the overall landscape plan should also consider incorporating landscape features from the surrounding area, such as the grove of cherry trees across Highway 85 and the major street median landscaping along El Camino Real.

4. Landscaping shall be included as an integral part of the design of any wall spaces. This integrated design may include features such as: using landscaping growing up the wall surface to buffer blank wall surfaces, using trellises near the walls to provide visual relief and to support landscape materials, or providing a larger, more heavily landscaped buffer area to screen wall surfaces that are blank compared to walls that are textured or have other variation in shape or material.

5. The landscaping along the rear portion of the commercial site should include features to provide a visable transition to the residential landscaping on the opposite side of Continental Circle. This transitioning landscaping may include larger areas of landscaping to reflect the "front yard" landscaping of the residential areas, may use a similar pallete of plant materials or other landscape devices that relate to the landscaping of the Americana Apartments on the south side of Americana Circle.

K. Public art is required for major projects in the City of Mountain View. This art is to be selected and paid for by the developer, subject to review and approval by the Zoning Administrator. The value of the art should be approximately equal to 1 percent of the value of the project.

L. Signage—Recently, the sign program for the Americana Apartments was updated to be more functional and attractive. This Plan anticipates a

complete revamping of the commercial area signage to enhance the identification of the site. Planned improvements include a new pylon sign that would be visible along the Highway 85 off-ramp to El Camino Real as well as a new monument sign to clearly identify both the residential and commercial uses along the El Camino Real frontage. A detailed sign program for both freestanding and building-mounted signs shall be submitted for approval as part of this Planned Community Permit application.

M. Project Name—The shopping center will be renamed "The Americana Shopping Center."

VII. ADMINISTRATION

A. All major developments shall be approved by the City Council per Sections 36.22.6 through 36.22.10 of the Zoning Ordinance.

B. Once a major project has been approved, uses which are identified as provisional uses within this Plan, building expansions and modifications and sign program changes may be granted by the Zoning Administrator after appropriate public hearings as per Sections 36.22.6 through 36.22.8.

C. Upon granting of the Planned Community Permit, the approval of minor sign program changes, the approval of specific signs, the approval of minor site changes and building alterations, including building material changes and changes in use which are in conformity with the Precise Plan, may be authorized through the Site Plan and Architectural Review (SPAR) process.

LL/2/PREPLN-2
860-06-06-97PPΔ*

Americana Center Mitigation Measures

March 6, 1995 and February 14, 1996
Mitigated Negative Declarations

Geophysical

1. Construction in accordance with the latest Uniform Building Code, monitored as part of the Building Inspection process.

2. Preparation of and compliance with standard City conditions of erosion control monitored as conditions of City Grading Permit and project specific erosion control plan.

Biological Resources

1. Tree surgery or proposed removal of Heritage Trees will require evaluation through the Heritage Tree Permit process. There is a strong preference for retaining significant trees wherever possible. Mitigation measures necessary to retain existing trees or to replace any trees that are authorized for removal monitored by Park Division and through conditions of approval of the Planned Community Permit and Building Inspection process.

2. Heritage Tree Permit process will provide for retention of existing, healthy, significant trees either by protecting them in their current location or by transplanting them elsewhere on the project site. Mitigation measures necessary to retain existing trees or to relocate them monitored by Park Division and through conditions of approval of the Planned Community Permit and Building Inspection process.

Energy & Mineral Resources

1. Recycle existing building materials to the maximum extent possible. Demolition Permit to incorporate plans from the developer for such recycling efforts. Mitigation measure monitored through Building Inspection process on Demolition Permit.

Noise

1. Restrict construction or demolition work to reasonable daytime weekday hours. Monitored as part of Building Permit process.

2. Require as condition of project approval that the developer/contractor utilize best noise management practices during construction. This will be monitored during the Building Permit inspection process and in response to neighborhood advisories about noise violations.

3. Require through the Uniform Building Code and State Title 24 that residential units meet the standards for allowed interior noise. Monitored during the Building Permit plan check process and building inspection process.

4. Require through the Planned Community Permit design review process that outdoor recreation spaces be located as far away from or in areas buffered by buildings from noise from State Route 85. Monitored as part of Planned Community Permit design review process.

5. Locate any outdoor commercial activity area on sides away from residential properties or include noise buffering structures. Monitored as part of Planned Community Permit design review process.

Utilities and Service Systems

1. Provide on-site water pressure boosters if needed to supply water at sufficient pressure for third story domestic water facilities. Monitored as part of Building Permit process.

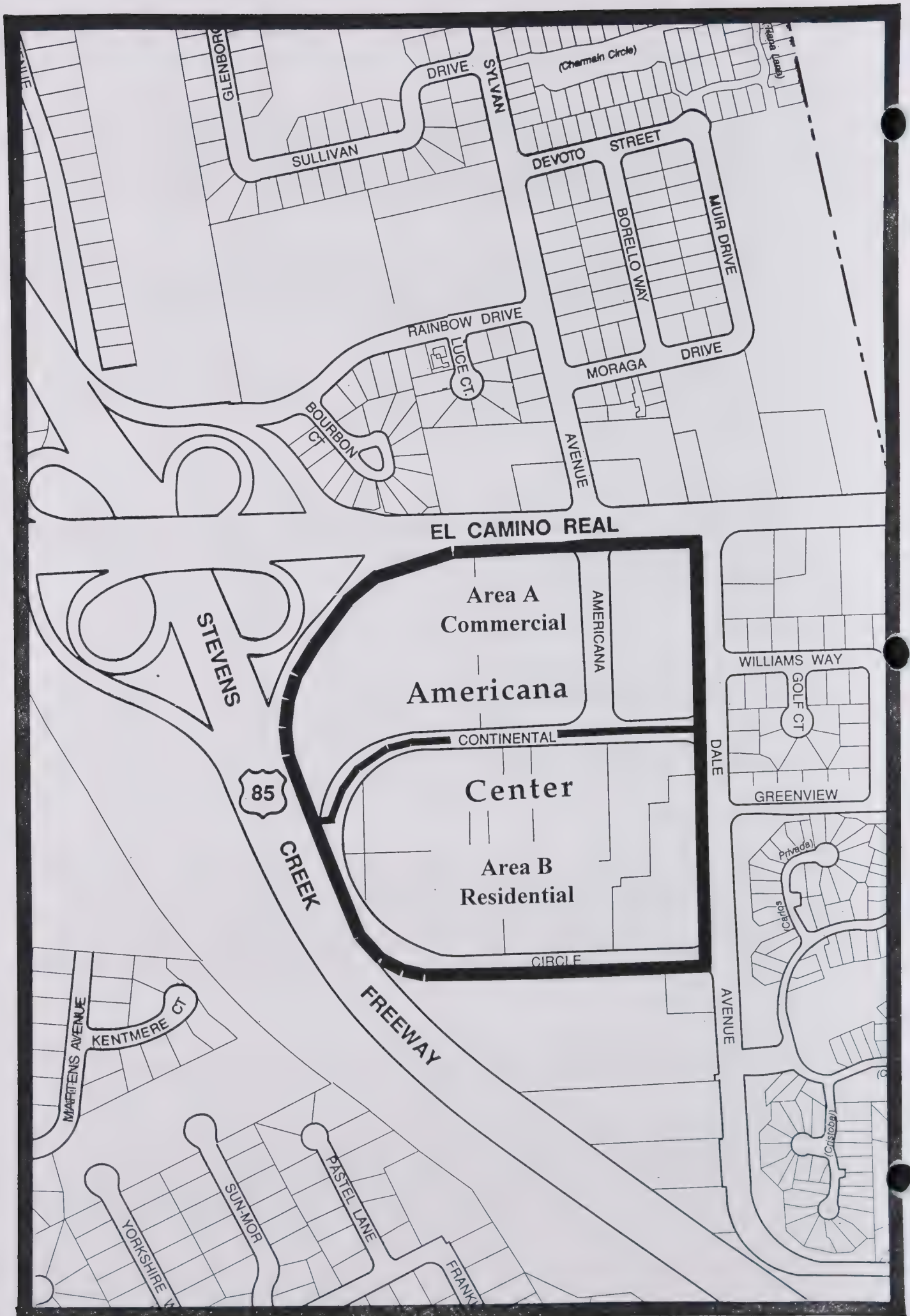
Aesthetics

1. Include design guidelines in Americana Center Precise Plan. Monitored through adoption of Precise Plan.

2. Review aesthetic quality of architectural and site design through Planned Community Permit design review process.

Cultural Resources

1. Although there are no known cultural resource sites within the project area, include condition of approval in Planned Community Permit requiring construction activity to stop and hiring of a qualified consulting expert if any unknown resources are unearthed during construction. Monitor as part of Planned Community Permit process and Building Permit inspection process.


GLENBOROUGH
DRIVE
SULLIVAN
SYLVAN
(Chermain Circle)
DEVOTO
STREET
BORELLO WAY
MUIR DRIVE
RAINBOW DRIVE
LUCE CT.
MORAGA
DRIVE
BOURBON CT
AVENUE
EL CAMINO REAL
Area A
Commercial
Americana
AMERICANA
WILLIAMS WAY
GOLF CT
CONTINENTAL
DALE
GREENVIEW
STEVENS
85
Center
Area B
Residential
CREEK
CIRCLE
FREEWAY
AVENUE
MARTENS AVENUE
KENTMERE CT
SUN-MOR
PASTEL LANE
YORKSHIRE

CITY OF MOUNTAIN VIEW

CENTRAL CASTRO PRECISE PLAN

CENTRAL CASTRO
PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

NOVEMBER 14, 1985

RESOLUTION NO. 14279

CENTRAL CASTRO
PRECISE PLAN

I. LOCATION

This Precise Plan provides the basis for use of the P (Planned Community) District for the area bounded by Castro, Mercy, Bryant and California Streets, and the half-block on the west side of Bryant Street between Mercy and California Streets (Exhibit I), a total of approximately 4.4 acres. The area is now (1985) dominated by the 12-story Mountain Bay Plaza structure, 444 Castro Street, which is flanked by low-intensity residential and commercial uses.

II. PURPOSE

The Plan provides density, land use criteria and guidelines for design of a coordinated mix of uses appropriate to this central downtown setting. Three goals form the foundation of the Plan:

A. Establishment of high-quality retail, office and residential environment appropriate to its prominent location in downtown;

B. Creation of active, pedestrian-oriented street-level uses in downtown; and

C. The addition of housing to downtown, particularly housing suitable to families, long-term residency and potential owner occupancy.

III. PRINCIPLES AND OBJECTIVES

The following principles and objectives are the basis for specific criteria which follow. These stem from policies of the adopted General Plan, from relationships to surrounding uses and from the goals for downtown development.

A. The site shall be master planned as a coordinated project or set of developments.

B. The Castro Street frontage and a majority of the Mercy and California Street frontages shall provide a range of pedestrian-oriented uses. These frontages shall

also provide sidewalk-oriented building design appropriate to the downtown and serving as a continuation of the Castro Street retail spine.

C. The proximity of this high-intensity site to Pioneer Park and low-density residential neighborhoods dictates the need for special design attention to achieve sensitive transitions to nearby uses.

D. The Plan minimizes rigid development standards, rather emphasizing the review process, necessitating early developer dialogue with staff regarding alternative concepts. Development shall also be guided by special downtown design guidelines. Successful implementation depends upon the use of the best architects and designers available.

E. Because of the downtown location, overall intensity and need to provide open space, virtually all of the parking shall be placed underground or within well-screened, properly sited parking structures.

F. The Plan encourages assembly of the entire area and is therefore based upon coordinated development utilizing the full area. Should total assembly not take place, special consideration must be given to how smaller-scale projects can work on individual properties.

IV. SITE AREA DEFINITIONS

A. For the purpose of this Plan, the site is divided into three areas (Exhibit I):

1. Area A.

   The existing developed 1.6± acre portion of the plan occupied by Mountain Bay Plaza office tower.

2. Area B.

   The 1.3-acre southwest corner of California and Castro Streets now (1985) occupied by a service station, small savings and loan and parking lot.

3. Area C.

The half-block area on the west side of Bryant Street between California and Mercy Streets, approximately 1.5 acres occupied by two residences and two offices.

B. For purposes of this plan, the term "project" applies to the aggregate land area of Areas A, B and C.

C. The entire development area shall be master planned as a unit, although it may be developed in phases with an approved revitalization development agreement for the entire site.

V. USES

A. General

Overall, the development shall provide a mix of uses featuring active, pedestrian-oriented retail uses at ground-floor levels along Castro, Mercy and California Streets, east of Bryant Street.

B. Permitted Uses - All Areas -

1. Office uses principally permitted in the O (Office) District and appropriate to the downtown location except for the sidewalk level in Areas A and B along Castro Street and California Street which shall be devoted to active uses. No ground-floor frontage may be devoted to "inactive" or service uses such as private offices, mortgage companies, real estate offices, lodges, studios, etc.

2. Retail uses appropriate to the pedestrian orientation of downtown. These uses shall provide a range of commodities and services to the neighborhood and patrons of Castro Street.

3. Restaurants, including those serving beer and wine.

4. Housing at densities set forth in Section VI.

5. Accessory uses and services to serve housing.

C. Provisional Uses.

1. Above-ground parking structures.

2. Temporary uses occupying existing buildings or portions of the site.

3. Indoor recreation uses.

4. Establishments providing entertainment (including theaters), permitting dancing or serving alcoholic beverages (other than beer or wine in conjunction with food) for consumption on the premises.

5. Lodges, clubs, social or fraternal organizations.

6. Business, technical and professional schools.

7. Hotels (must be reviewed and approved by the City Council).

8. Other retail or service uses which are determined by the Zoning Administrator to be the same general character as listed above.

VI. DEVELOPMENT GUIDELINES

A. General

These criteria are set forth as broad standards to help facilitate the appropriate design of the site. Minor deviation from these standards may be considered if it can be demonstrated that the change will substantially aid in meeting the principles of the Plan for achieving a high-quality, mixed-use downtown development.

B. Development Intensity

1. Floor area ratio

a. Overall project (total of Areas A, B and C)

--Minimum--1.5
--Maximum--2.75

b. Areas A, B or C or major portions thereof

--Minimum--1.0
--Maximum--2.75

c. Parcels less than 20,000 square feet

--Minimum--none
--Maximum--1.0

2. Building Coverage

a. Areas A and B--maximum 80 percent

b. Area C--maximum 70 percent

3. Residential Units

a. Maximum number of units: 175

b. At least 75 units shall be provided in the total of Areas B and C.

C. Building Height

1. Area A

a. Maximum height--12 stories or 168' (whichever is less).

b. Minimum at back of sidewalk along Castro Street--a minimum of 2 stories, not to exceed 40' in height.

2. Area B

a. Maximum height--6 stories or 86' (whichever is less) including roof equipment, except that a building of up to 8 stories or 115' (whichever is less) may be authorized by Council for exceptional design and aesthetic merit.

b. Minimum at back of sidewalk, along Castro Street--a minimum of 2 stories.

3. Area C

a. Maximum height--4 stories or 50' (whichever is less) including roof equipment.

D. Yards and Setbacks

1. Areas A and B

a. Buildings shall be designed to create a generally continuous building frontage providing a minimum of 15' sidewalk area. Greater setbacks or breaks may be provided to create an effective, people-inviting urban plaza and/or provide pedestrian walkways to the interior of the site.

b. Separation between buildings shall ensure adequate light and air, comfortable ground-level pedestrian spaces and an allowance for views between buildings.

2. Area C

a. Buildings shall be designed to create a minimum 15' sidewalk area. Greater setbacks shall be provided, as needed, to create effective plazas or entrances.

b. Buildings shall respect, through setbacks and/or graduated building heights, the relationship to adjoining low-density residential uses. A minimum setback of 1' for each 2' of building height above 10' is required.

E. Landscaping

1. Landscaping (including hard surface) shall emphasize the downtown form, providing an appropriate high-density commercial and residential setting. Landscaping shall be designed to:

a. Encourage an active pedestrian frontage along Castro, Mercy and California Streets through use of closely spaced street trees and hard surface sidewalk areas.

b. Emphasize the pedestrian use of Mercy and Bryant Streets and their potential to open into Pioneer Park.

c. Emphasize inviting people areas through preservation of existing notable trees, use of containers for plants, cascading planting on walls, use of street furniture, provision of surfaces for sitting, utilization of high-quality paving materials and incorporation of publicly oriented art.

2. Surface parking shall be screened from public view with a minimum 6' wide landscaped area which provides at least 3' of screening above paving. Masonry walls may be combined with landscaping mounding to achieve the screening.

3. The setback area adjacent to the low-density residential areas to the west shall be used to screen the development with decorative walls and planting of large-scale trees.

F. Parking

1. Because of the overall intensity of the use, the majority of the parking should be provided underground.

2. Open surface parking shall be limited to 10 percent of the parking required.

3. Above-ground parking structures, if utilized, shall be adequately screened from adjoining streets and uses, effectively integrated into the basic building design and follow the same criteria as other structures, including the provision for ground-floor uses. Development shall provide adequate, readily accessible and inviting parking for short-term parking needs of customers within the Precise Plan area.

4. Structure or underground parking shall be designed, accessed and signed in such a way as to render it easily recognizable, available and usable by the residents, tenants and customers.

5. All development plans will consider options for use of the Mercy and Bryant Street right-of-way to help solve parking and pedestrian problems.

VII. GENERAL DESIGN GUIDELINES

A. Development Plan--

A master development plan shall be completed providing design for all uses, definition of phasing, details on parking, pedestrian and vehicular facilities. The Plan shall demonstrate how the project will contribute to the development of downtown, particularly this central corner of Castro and California Streets.

B. Preliminary Plans--

Preliminary submittal of alternative site and design studies is required. Early review will help identify options and aid in the evaluation of the appropriate site and building designs. Use of perspectives, models and other graphic representations may be required to fully evaluate the project.

C. Building Design--

1. While the overall development shall demonstrate visual and functional compatibility and integration, its design must also reflect the smaller scale generally found downtown. As such, building design shall:

    a. Provide a variety of building sizes, heights and designs;

    b. Provide pedestrian-oriented street-level building details, including use of awnings, transparent windows, multiple entrances, etc.;

    c. Comply with other guidelines which may be established for the downtown;

    d. Avoid large, blank or monotonous surfaces, rather include sufficient detailing, texture, color differentiation and three-dimensional

articulation to be compatible with the smaller-scaled buildings in the surrounding neighborhood.

2. The existing development on Area A fails to meet many of the new design principles, particularly those related to streetside pedestrian activity. The owners shall address the design of the ground floor, including its relationship to the sidewalk, to encourage pedestrian accessibility and activity, particularly along Castro and Mercy Streets. Building remodeling, the addition of permanent vendors or other means may be needed to add more life to these street frontages.

D. Architectural and Site Design Excellence

In keeping with its prominent central location, special emphasis shall be given to architectural and site design excellence.

E. Residential Design

All residential uses shall be designed to relate to the downtown setting:

1. Housing may not occupy the ground floor along Castro and California Streets, east of Bryant Street.

2. Open areas, including decks, patios, and common residentially oriented landscaped areas shall constitute at least 10 percent of the residential floor area.

3. High-quality design and amenities must ensure creation of a desirable downtown living environment.

4. Any housing development must relate well to the street and surrounding uses, not become an inward-oriented enclave.

5. Residential development will be designed to encourage family housing and long-term residency by providing adequate size and unit mix. Units shall be designed with at least the potential for owner occupancy.

F. Roof Equipment

All roof equipment shall be screened on all sides and shall be architecturally integrated with the building design. Unless specifically approved otherwise, roof equipment shall be enclosed, including covering, to preclude visibility from adjacent taller buildings.

G. Noise

Noise-producing vents, fans and mechanical equipment shall be oriented away from adjoining properties and residential uses. Residential units and exterior residential spaces such as balconies shall be designed to achieve the desired noise level specified in the General Plan to the extent feasible--45 $dB(A)_{L10}$ daytime and 35 $dB(A)_{L10}$ nighttime for interiors and 55 $dB(A)_{L10}$ daytime and 45 $dB(A)_{L10}$ nighttime for exteriors.

H. Publicly Visible Art

The incorporation of such elements as plazas, fountains and lobby features as part of the site and building design is necessary to emphasize the area's unique sense of quality and public orientation. A significant piece of publicly visible artwork (e.g., sculpture) shall be provided.

I. Signing

A detailed sign program shall be submitted for approval as part of the Planned Community Permit. Commercial signs shall be restrained in size and scale and shall be primarily oriented to pedestrians. Special attention shall be given to clearly visible signs for all parking, especially points of access for underground parking.

VIII. ADMINISTRATION

A. All major development proposals must meet Revitalization Agency review and approval procedures, including review by the Downtown Revitalization Committee to see that the project agrees with District goals.

B. All major developments shall be approved by the City Council per Section 36.22.6 through 36.22.10 of the Zoning Ordinance.

C. Once a major project has been approved, uses which are identified as provisional uses within this plan (except hotels); building expansions and modifications and sign program changes may be granted by the Zoning Administrator after appropriate public hearing as per Section 36.22.6 through 36.22.8. Any hotel use must receive City Council approval.

D. Upon granting of the Planned Community Permit, the approval of minor sign program changes, the approval of specific signs, the approval of minor site changes and building alterations, including building material changes and changes in use which are in conformity with the Precise Plan, may be authorized through the Site Plan and Architectural Review (SPAR) process.

E. For projects involving small parcels, not incorporated into the overall Plan, including modifications or change of use to existing buildings involving properties of 7,000 square feet or less in size, shall be reviewed under the provisions of the Plan but may reference as well the provisions of a C3dr District as a means for the Zoning Administrator review of provisional uses per Sections 36.22.6 through 36.22.8.

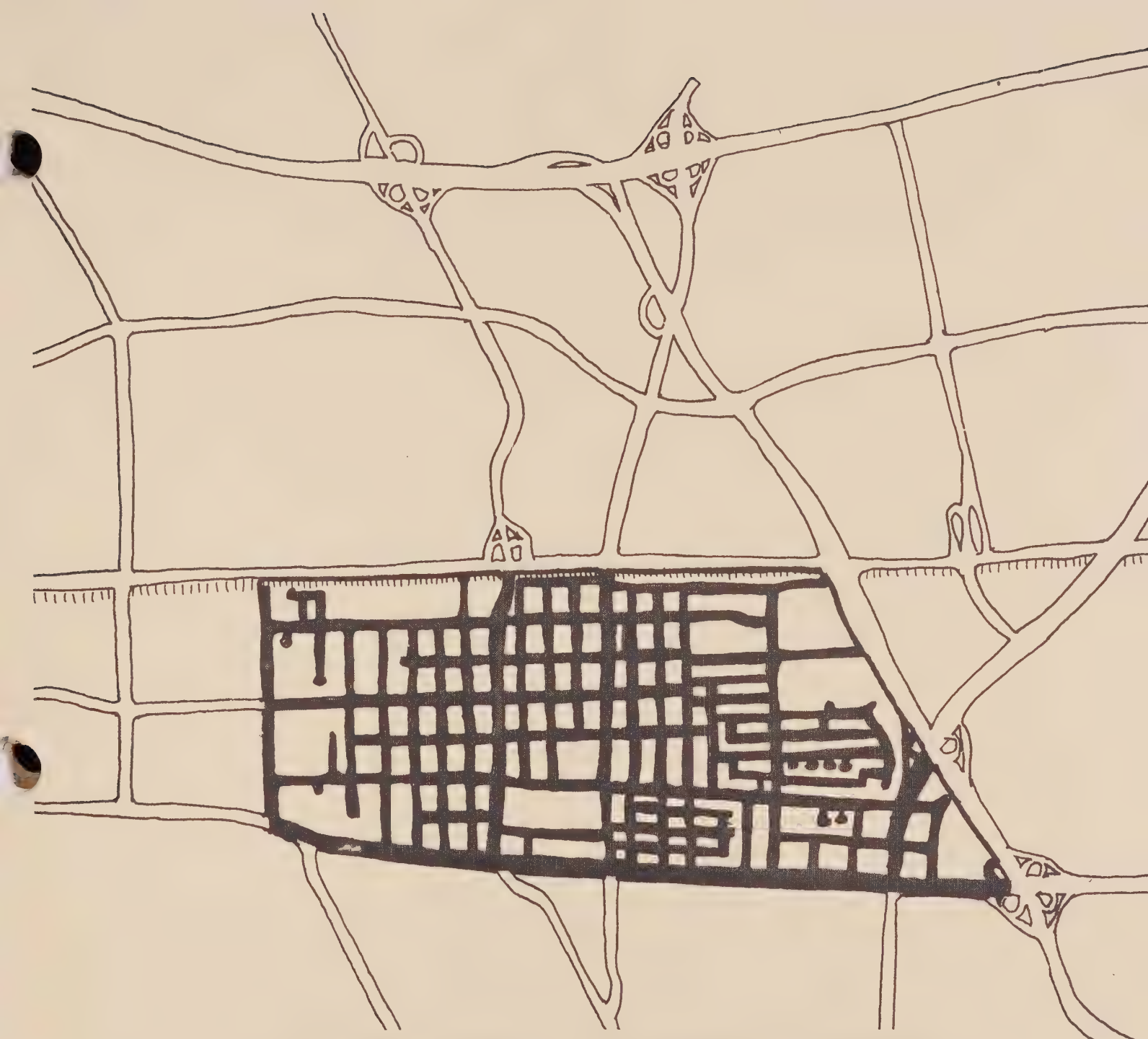
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PRECISE PLAN MAP

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THE CITY OF MOUNTAIN VIEW, CALIFORNIA

Central City Area Plan

FINAL

Adopted by

THE MOUNTAIN VIEW CITY COUNCIL

CENTRAL CITY AREA PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

JUNE 12, 1978

RESOLUTION NO. 12112

AMENDED	RESOLUTION NO.	ACTION

CENTRAL CITY AREA PLAN - MAY 1978

SUMMARY:

The background for the policies of this Plan is presented in Background Reports numbers I through V. These reports are based on data from the census, citizen surveys, and visual surveys of the area, as well as independent study of the social services offered in the area.

Policy Reports, numbers I through V, summarize the findings of the Central City Study and make recommendations for solving problems related to Land Use, Circulation, Housing and Public Facilities. These working papers provide the details on the issues and possible solutions for which the resolutions in this document are the implementing mechanisms.

The Central City Plan is based upon an overall policy of conservation of existing resources--housing, public facilities and future options. The Plan recommends that numerous areas now zoned for high density be rezoned to lower densities to protect the existing housing stock and neighborhoods, to provide a basis for private reinvestment and to provide zoning realistically in light of actual development. While the policies of the Plan do not preclude eventual reconsideration of high density development in the area, they recognize the difficulty and improbability of significant new, high-intensity development taking place in the next 10-15 years.

The circulation and streets policies of the Plan support the proposed development intensities and are oriented to protect the generally low density residential neighborhood character, while providing improved service for the downtown commercial uses. Few new roads or improvements are recommended; rather modification to the existing improvements and minor changes to correct specific problems are contemplated.

The Plan recommends several policies related to housing. These policies are specifically aimed at trying to retain, as much as possible, the affordability of housing the area currently provides. Many of these policies will involve the City in actively supporting, but not necessarily financing, forms of housing assistance. Further consideration of housing policies which could affect the Central City Area will be discussed as part of the revisions to the General Plan Housing Element.

The Plan finally recommends several policies related to public facilities, including minor improvements in the area's parks and recreation services, use of existing publicly owned lands, and improvement and reconstruction programs for Central City streets.

Some of the results of the Plan include: reduction of the practical population potential from 10,500 (approximately twice this amount is theoretically possible under present zoning if lots are combined) to 9,500 while at the same time providing an opportunity for development of over 500 new dwelling units; improvement of traffic flows to minimize disruption of the residential areas and improve access to the Castro Street area; expansion of the planned area for housing; and expansion of opportunities for owner occupancy.

The focus of the Central City Area Study deals with those issues and solutions which are within most direct control of the City of Mountain View; namely, land use, capital improvements and public services. Many other factors, particularly those related to schools, social issues, health care, etc., are important but are generally beyond City control. The most effective City function may be to provide a firm City commitment to the future of the Central City Area.

BACKGROUND:

The Central City Study began with a staff analysis of census data and surveys of the physical conditions within the Central City Area. This analysis was followed by a survey of residents and finally a series of meetings with citizens to refine and expand in the preliminary findings. The results of the surveys and meetings are summarized in background reports on: "Basic Data - Land Use and Census," "Citizen Survey Results," "Citizen Comments," "Visual Survey, and Human Services Study" (available for reference).

A set of five working papers were then prepared dealing with:

I. Land Use

II. Circulation

III. Housing

IV. Public Facilities

V. City Streets

The results of these working documents are synthesized into the proposed resolutions which constitute the basic Central City Area Plan. These resolutions are intended to form the basis for staff actions in zoning, capital improvements, design review and other implementation means. The resolutions stem from the findings of the five working documents which are considered appendices to the Plan itself. The intent of this format is to establish basic policy for change of direction presented in a clear, straight-forward manner which clearly directs future action. The format also provides an opportunity for City Council to modify the Plan resolutions as conditions change while retaining the background and reasoning that has resulted the current recommendations.

OBJECTIVES:

Much of the policy of these working documents stems from the following basic objectives developed early in the process by the Central City Citizens Committees. These objectives set forth the intent of the residents of the Central City and the City as a whole for the immediate and moderate range future of this area of Mountain View.

RESOLUTION NO. 1:

Adopting the following objectives for the Central City Area.

A. Stability and elimination of uncertainty:

Policies for the Central City Area should serve to stabilize the existing developed residential areas and eliminate the persistent uncertainty which exists about the future of the area.

Discussion:

It is generally felt by residents of the area that the Central City has undergone a substantial, often disruptive change in land use, shifting from lower density single-family homes to apartment developments. Most of this development occurred in 1960's. There has been no substantial construction in the past several years. Public improvements, such as Bailey Avenue and California Avenue, have also changed the area, generally in support of higher densities; few neighborhood improvements are apparent. The resulting mixed land use pattern, need for neighborhood public improvements and persistent threat of redevelopment suggested by the existing high density zoning has created an aura of uncertainty about the future, discouraging maintenance of property, reducing banking and real estate confidence, encouraging absentee ownership and generally contributing to lack of confidence in the future of the area. This uncertainty is exemplified by the projected growth for the area possible under existing zoning. The growth projections indicate the area could expand anywhere from 100 to 210 percent, depending on how lots are combined and developed. Uncertainty about the commercial uses along Castro Street also contributes to the uncertainty of adjoining residential areas.

B. Diversity:

The existing diversity and mixture of housing types, densities and style of residential uses in the area should be maintained.

Discussion:

Residents in the Central City feel that the variety of housing types in the area significantly contributes to its livability. Block after block of similar building types has been avoided. Furthermore, the variety of housing types in the area helps encourage a mixture of life styles which contributes to the vitality of the Central City. The local commercial services along Castro Street adds to the livability of this neighborhood. The stated objective recognizes that some of the mixture has been abrupt and that a more compatible contrast between the old and new is required.

C. Preservation and Conservation:

The existing sound housing should be preserved and conserved as a social, economic and historic resource for the community.

Discussion:

A mixture of people, ethnic backgrounds and incomes suggests the social needs now being met by the area. The early development of the City is reflected in the architecture of the turn-of-the-century housing. Public and private actions would need to be directed to support and enhance preservation and conservation.

The existing uncertainty about the future land use to some degree has discouraged investment in the continual maintenance and structural upgrading of property necessary to preserve quality housing stock. Owner occupancy is low which often results in poor maintenance of many of the older structures. During 1976-77, housing and neighborhood quality has improved; however, absentee-owned single-family homes still show increasing signs of deterioration.

D. Affordability:

Housing policies should be adopted and implemented for the Central City Area that will reduce, to the greatest extent possible, the potentially negative impact (increased housing cost) of the proposed improvements on the area's low- and moderate-income residents.

Discussion:

This objective is difficult for any public agency to implement or assure. It is important, as indicated by the generally low incomes in much of the area, that the low-income housing opportunities remain in the community. Fortunately, by virtue of their relatively high density and construction, the existing multiple-family units within the area do provide lower cost dwellings without concentrating people. The older housing stock also provides a stock of lower cost units, a stock which could easily be lost through poor maintenance or ill-timed redevelopment of the area.

I. LAND USE POLICIES AND ACTIONS

The following resolutions are based on Report No. I, Land Use of the Central City Area Study.

RESOLUTION NO. I-1:

Directing staff to study, in detail, and develop amendments to the Nonconforming Section of the Zoning Ordinance; such as allowing (perhaps through SPAR or Use Permit procedure) replacement of equal numbers of units when a nonconforming residential project is destroyed and such as allowing (through Use Permit procedure) continuance of nonconforming uses when that particular use is deemed beneficial to the neighborhood. (Reference Page 22).*

RESOLUTION NO. I-2:

Directing staff to initiate rezoning hearings, with appropriate detailed staff analysis, to implement the zoning generally as outlined in the Land Use Policy Report, Report #I. (Reference figures I-1, I-5, and I-7, Pages 7, 12, and 18, Report I).

RESOLUTION NO. I-3:

Directing staff to work with the School District, the Santa Clara Valley Water District and private property owners to improve access to Castro School and Toft Avenue from California Street. (Reference Page 8).*

*Note: Reference pages refer to the Study Report appropriate to each set of resolutions.

II. CIRCULATION POLICIES AND ACTIONS

The following resolutions are based upon the findings of Report No.II, Circulation of the Central City Area study.

RESOLUTION NO. II-1:

Directing staff that Figure II-1 (Report II) is the basic circulation policy for the Central City Area and should serve as guidance in development and implementation of public improvements, Revitalization District proposals and traffic control measures. (Reference Page 2)

RESOLUTION NO. II-2:

Recommending that the Revitalization District have detailed studies performed, and conduct the necessary hearings to consider, the implementation of improvements (including bicycle access) to the Villa/Evelyn Loop and the Inner Loop traffic patterns. (Reference Page 5 and Figure II-4)

RESOLUTION NO. II-3:

Directing staff to study and recommend action on construction of diverters and street closures (with particular attention to bicycle access) within the Central City Area, following completion of street improvements on El Camino Real, Calderon Avenue and the Villa/Evelyn loop, as appropriate.

RESOLUTION NO. II-4:

Directing staff to consider and report on use of the following parking policies in the design or modification of any parking lot (reference Page 7):

1. Major parking lots should be oriented away from residential uses and preclude incentives for use of residential streets.

2. Arterials and Major Collectors, not residential neighborhood streets, should be the primary means of access to major parking areas.

3. The City, or its agencies like the Parking District, should provide additional parking by means other than at-grade parking for future downtown and transit potentials.

4. The City, or its agencies like the Parking District, should pursue alternatives, including forming a parking assessment district and requiring land for a future parking lot, as needed to relieve the potential parking congestion within the 400 block of Castro Street.

RESOLUTION NO. II-5:

Directing staff to consider and report on use of the following policies in conjunction with any street rconstruction or new construction (reference Page 8):

1. For substantially developed streets, the existing predominate right-of-way and geometrics of the original street should be maintained except where changes would be required to serve a substantial proposed increased density of development.

2. For newly developed and reconstructed streets, geometrics throughout the area should be compatible with the older standards, including:

   a. Planters for street trees and landscaping located between the curb and sidewalk.

   b. Roadways limited to 32-36'.

   c. Pedestrian oriented electroliers except possibly at intersections.

   d. Large scale street trees planted an average of 30' on center.

III. HOUSING POLICIES AND ACTIONS

The following resolutions are based upon the findings of Report No. III, Housing, of the Central City Area Plan. The intent of these resolutions is to specifically address the specialty housing programs identified in the housing report. Standard market housing is addressed in the background report No. I, Land Use, and the resolutions developed from that report.

RESOLUTION NO. III-1:

Directing staff to pursue the zoning and land use policies discussed and proposed in Report No. I, Land Use, in order to help preserve the heterogeneity of the Central City Area.

RESOLUTION III-2:

Directing staff to develop and recommend a program of acquiring and landbanking appropriate larger vacant or underdeveloped sites (e.g., as identified in Housing Report, Appendix I) for eventual resale. This landbanking program to be funded from a variety of available moneys including HCDA grant and revenue sharing allocation. (Reference Page 2)

RESOLUTION NO. III-3:

Directing staff to develop and implement a process for identifying historically important properties utilizing several criteria (e.g., age, condition of structure, architectural merit, historical significance) and for notifying subject property owners of this identification. (Reference Pages 5 & 6)

RESOLUTION NO. III-4:

Directing staff to study and recommend revisions to current Demolition Permit procedures to prevent inappropriate removal of historically significant structures, perhaps by requiring a finding that the structures have not been identified in the process directed by Resolution III-5. (Reference Pages 6 & 7)

RESOLUTION NO. III-5:

Directing staff to study and recommend appropriate modifications to the existing "SD" (Special Design) overlay district to include preservation of historical properties as one of the conditions that could justify different development standards, or to develop a new overlay district, an historical resources overlay district, which would be similar to the "SD" District but would be specifically directed at historical conservation rather than broader environmental constraints. (Reference Pages 5, 6 & 7).

RESOLUTION III-6:

Recommending that the Revitalization District study and conduct the necessary hearings to consider a zoning approach that would encourage the development of residences, including senior citizen housing, over selected commercial development and public parking lots in the Revitalization District Area. (Reference Pages 4 & 5)

IV. PUBLIC FACILITIES

The following resolutions are based on Report No. IV, Public Facilities, of the Central City Area Study.

RESOLUTION IV-1:

Directing staff to proceed with the public hearings preparatory to amending the General Plan to show the Civic Center Area limited by the block bounded by Castro Street, Mercy Street, Church Street and Franklin Street, including the changes in the text reflecting this limited area and the location of fire and police services near the corner of Villa and Oak Streets. (Reference Pages 1 & 2)

RESOLUTION IV-2:

Authorizing staff to explore the establishment of a formal agreement with the Mountain View School District to enable use of the Castro School Facilities as a neighborhood recreational facility. Moneys for improvement of playground equipment and facilities should be committed as part of this agreement. (Reference Page 4)

RESOLUTION IV-3:

Directing staff to report on development of landscaping, lighting, walkways and other necessary improvements to provide suitable access between Castro School and California Street. (See also Resolution I-3) (Reference Page 4)

RESOLUTION IV-4:

Authorizing staff to develop, in conjunction with the Mountain View High School authorities and the Community Schools, procedures and/or physical improvements as needed to make the recreational facilities located at the school more accessible to the general public. (Reference Page 4)

RESOLUTION IV-5:

Directing the staff to design a program to develop a landscape buffer (not including community gardens) on the long, thin City-owned properties along Bailey Avenue, which cannot be effectively used as housing sites. (Reference Page 4)

RESOLUTION IV-6:

Directing staff to study and report on feasibility of use of the existing, old, Police Headquarters as a center for cultural functions and public service uses, once police services are transferred to the new Police Headquarters. (Reference Page 6)

V. CITY STREETS

RESOLUTION V-1:

Noting the appropriateness of the Council's three tentative policies described in Report V, City Streets, to the Central City Area and supporting the consideration and use of these policies in designing and implementing street improvements in this Area. These policies are as follows:

A. Street standards for right-of-way, width and cross section may be tailored to the neighborhood, and the older standard for streets in the Central City may be used for new streets in this Area.

B. The City will more actively pursue formation of assessment districts in residential areas.

C. Federal funds such as CDBG may be used to supplement construction costs.

S4-A2-11



LAND USE

Policy Report Number 1

1. INTRODUCTION

Land use, zoning and housing policy issues for the Central City are complex; probably more so than anywhere else in the community. While large portions of the area are maintained as stable, single-family neighborhoods, much of the area is a mixture of uses, densities and buildings. The mixture is due to past changes in density, ordinance requirements, allowable coverage, commercial uses and development patterns. The transition from low-density, single-family development to high-density uses--40 units per acre--over the past 20 years has often been abrupt and detrimental.

The general subdivision pattern of small lots has been maintained; potential higher density on large lots has not provided sufficient incentive to aggregate lots. The combination of economics, more restrictive (although more positive) ordinances and doubts about the future of the area has resulted in little new multiple-family construction in recent years.

Setting new policy for the area will be difficult; it may be controversial and it will certainly not please everyone. Numerous rezonings, mostly to lower density, are recommended. Changes to nonconforming sections of the zoning ordinance which will tend to allow existing development to exist for a longer period of time are also recommended. Firm and realistic land use direction is necessary if the objectives of enhancing the quality of the area, improving livability, and restoring confidence in the area are to be met.

The major thrusts of the Precise Plan for the Central City are to bring zoning into closer correspondence with the existing land uses; to provide for smooth transitions between different uses; and to provide for higher-density development in a manner that minimizes disruption to the character of the lower-density areas.

2. EXISTING CONDITIONS

Understanding the area's present conditions is necessary in order to adopt a concrete policy for its future. Notable present conditions include:

A. Potential Loss of Major Housing Resource

The existing housing stock, although old, is in relatively good condition and is being improved. Most individual buildings can be conserved. Redevelopment to higher density will require demolition of existing structures; it will change the character of and potential for homeownership in the area. Since much of the housing represents the City at the Turn-of-the-Century, it documents the earliest history of Mountain View and constitutes a cultural and historic resource worth preserving. But, conservation goes beyond merely "keep what's there." Making use of the existing housing stock is energy and resource-efficient; and it preserves older relatively low-cost housing. In total, preservation of the individual homes results in the preservation of a neighborhood.

B. Apparent Growth Potential

The existing zoning pattern suggests that there may be a considerable shift from low to high density. The area now has approximately 3,900 dwelling units. The existing high-density zoning (often allowing up to a maximum of 40 units per acre) could yield an additional 1,000 units on existing lots; 8,400 units if the lots were combined into large blocks (since the formula for calculating density requires greater land area for the first units, lesser after the first four or five units). This suggestion of high density redevelopment has led to considerable absentee ownership. Even in R1 zoned areas, speculation that lots will be rezoned to higher density can lead to increased absentee ownership.

Provision of additional housing can expand the stock to meet a growing demand. However, the following would likely occur:

1. The diversity of the neighborhood would be lost with the area becoming dominated by conversions and monolithic apartment blocks.

2. Resident ownership may decline. Present residents will be displaced.

3. A substantial part of the existing housing stock would have to be removed to allow construction of newer units, thus destroying most of the remaining architectural history and reducing the already limited stock of lower-priced housing.

4. Transition would be a long sporadic process and would generate increased uncertainty.

5. Additional public facilities (wider streets, additional park services, etc.) will be needed to support the expanded density.

C. Subdivision Pattern

Due to the existing small lot subdivision pattern in the area, and the minimum lot size and lot width provisions of the R3 zoning ordinance, additional development cannot occur without extensive lot assembly. Many of the existing lots can only contain one dwelling unit under the proposed R1 zone or under the provisions of the existing R3 zone. Assembling two lots for 12,000 square feet (assuming 6,000 square foot minimum lot size) would yield three units under the existing R3 zoning but the two units already on the property may need to be removed. R3 lots of over 7,000 square feet may have two units. Existing lots average 6,000 to 8,000 square feet in much of the area and generally have narrow frontage with considerable depth. Construction on these deep lots is difficult, particularly since there is often inadequate space for driveways adjacent to existing buildings. Substantial lot assembly, a difficult process, is necessary in order to reach an economic development level. Even when assembled, removal of existing houses and construction of new apartments becomes economically questionable compared to preserving the existing units.

The combination of the existing subdivision pattern, existing development and zoning ordinance requirements greatly diminishes the area's redevelopment potential.

D. Existing Nonconformity

Rezonings to lower density will also have little effect on existing apartments which would be, generally, nonconforming under either the existing R3 zoning or proposed new zoning. The apartments built under an old zoning code are already nonconforming by virtue of density and development standards. Several residential properties are zoned commercially and are also nonconforming. Changes to the nonconforming ordinance provisions can eliminate many of the problems faced by nonconforming properties like difficulties in getting loans, restriction on repairs and time limits on the use of the property. (See P. 22)

E. General Appearance

The street-side appearance of the area is dominated by single-family homes, not apartments. The area developed with single-family homes in the early 1900's. Under the R3 zone, small apartments developed at the rear of properties, but the street-side unit typically remained an older single-family house with the apartment unit tucked on to the rear of the lot. For some of the larger homes, the original structure was converted to apartments, often retaining the single-family home appearance. The existence of multiple-family units and major, sometimes poorly executed, conversions of older homes plus the multiple-family zoning, causes a certain uneasiness; it suggests further shift in neighborhood character. Rezoning the areas to a lower density generally acts to promote the stability of the existing land use and will tend to eliminate the uncertainty about the future land use patterns.

SUMMARY OF EXISTING CONDITIONS

In summary, there are five basic neighborhood land use similarities which affect the zoning through the Central City:

A. Existing house stock is in generally good condition and can be economically preserved.

B. Current zoning suggests an unlikely shift from the existing, predominantly single-family use to an apartment-dominated area.

C. In spite of the zoning, existing small lot subdivision patterns, present development and the existing zoning ordinance generally make redevelopment of single-family home lots into apartments economically difficult. Even so, the possibility of redevelopment encourages absentee ownership and discourages active maintenance of the existing homes.

D. Virtually all existing multiple-family development is nonconforming since it was constructed before the

current R3 provisions. Essentially, the same number of nonconforming properties will exist under R1 zoning as presently exists under the R3 zone.

E. The street-side appearance of areas where rezoning is proposed is basically that of a single-family home area, even on lots that have more than one unit. Rezoning in these areas will preserve that street-side appearance without adversely affecting existing apartments.

3. DEFINING THE AREA

The land use analysis has been divided into three major areas, roughly corresponding to the three neighborhoods identified in the citizens survey (Background Report 3) as shown on the attached Map I.

In all three areas there is a uniform pattern of a stable single-family neighborhood bordered by smaller transition or mixed density areas. This pattern is not reflected to any great degree in the existing zoning. The land use proposals discussed herein seek to:

A. Reduce the discrepancy between use and zoning.

B. Preserve the existing single-family and lower density housing stock.

C. Allow reasonable infill where lots are large enough.

D. Avoid creation of additional nonconforming parcels or developments.

E. Improve neighborhood stability.

LAND USE AND ZONING

SUMMARY

The results of the proposed zoning changes will be a more accurate reflection of the existing land uses; the overall population will be increased by approximately 1,000 persons, 1,000 less than is now possible; more area will be devoted primarily to low-density housing and few of the existing, sound units will be destroyed. With changes in the nonconforming portions of the ordinance, nonconformity will be substantially reduced. Changes to the nonconforming sections should precede the rezonings. Overall, a more stable, clear neighborhood land use policy will result.

DATA SUMMARY

table I-1 TOTAL CENTRAL CITY AREA

a.	Existing Number Units/Lots		4,060/1,955
b.	Possible Units to Add:	with existing zoning	1,025
c.	" " " " :	with proposed zoning	515
d.	% Lots Nonconforming:	with existing zoning	17%
e.	" " " :	with proposed zoning	20%
f.	Estimated Population:	existing	8,450
g.	" " :	with existing zoning	10,575
h.	" " :	with proposed zoning	9,525

WEST SECTION--CENTRAL CITY AREA PLAN
LAND USE AND ZONING

GENERAL DESCRIPTION

The West Section, lies between Escuela and Bailey Avenue. Land was subdivided into single-family lots and development began about 1900. With the exception of land along Escuela, most lots vary in size from approximately 6,000 square feet to 12,000 square feet. Past rezonings to high densities in hopes of encouraging replacement of older buildings and aggregation of lots has left only a mixture of densities and building styles, rather than resulting in aggregrated lots with large now developments.

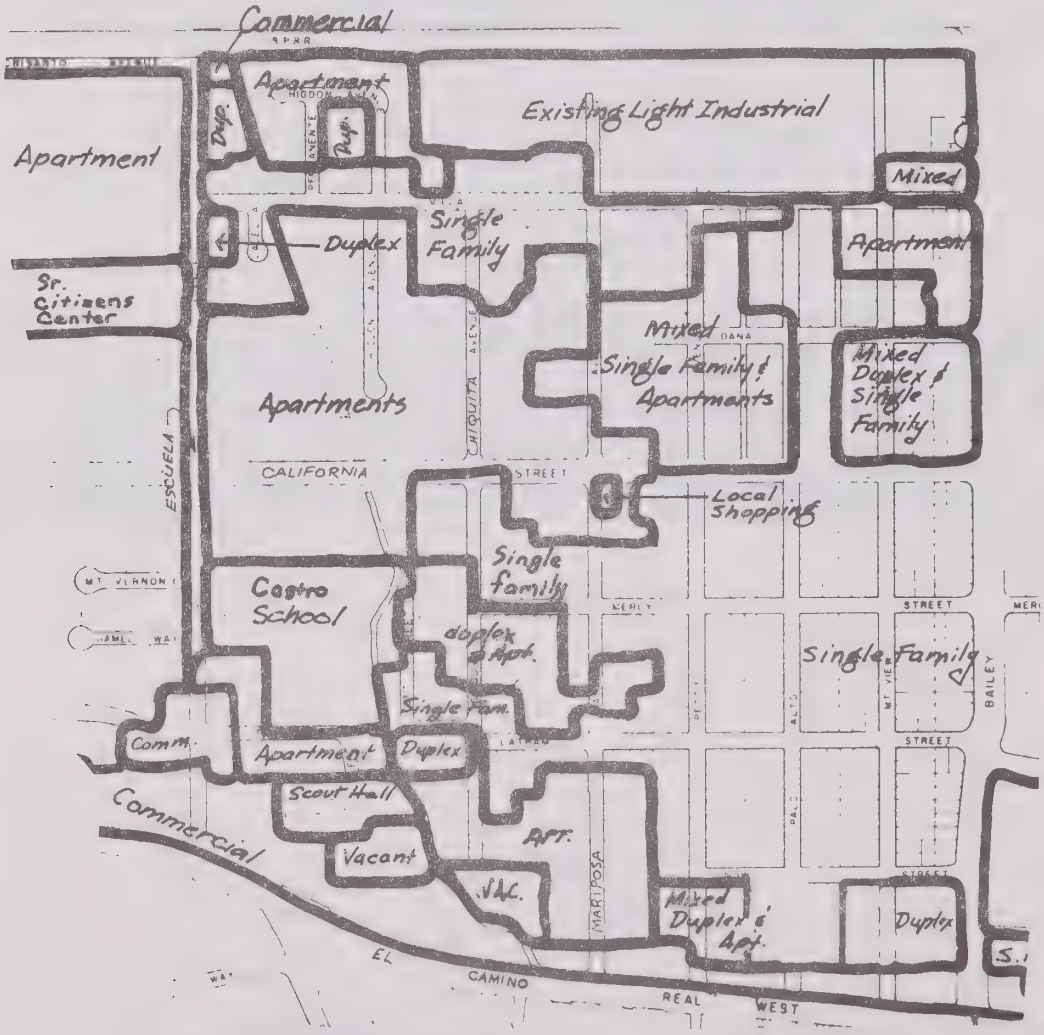
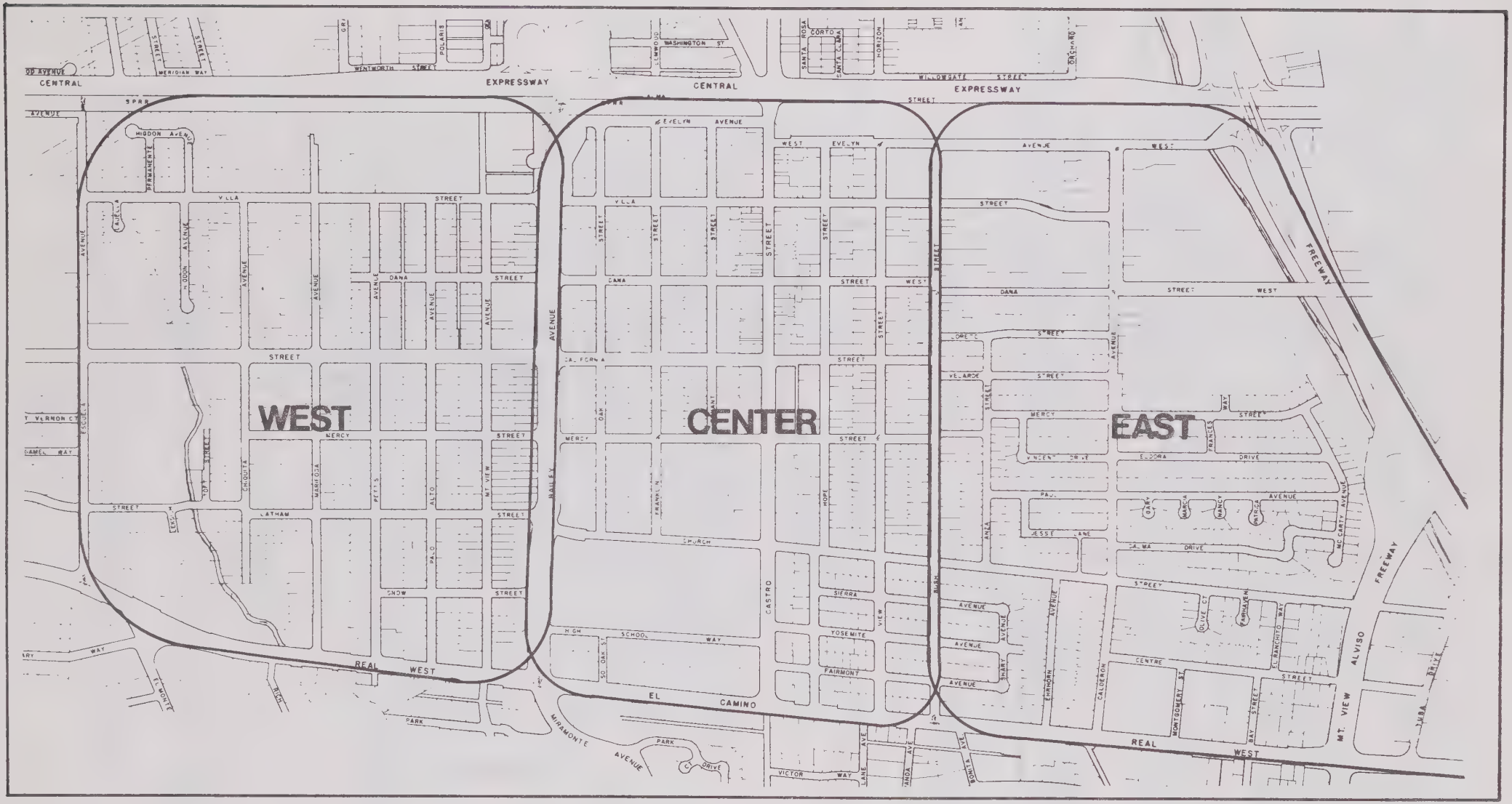


Fig. I-1

Most of the area west of Mariposa is generally committed to multi-family development. No vacant land is available, but "infill" (the addition of units on a developed lot) is likely on larger lots. The recommended rezonings from R3-1* to R-1 and lower density R3* follow existing land use, and will help stabilize the area.



CENTRAL CITY NEIGHBORHOODS

MAP I

The land east of Mariposa is mostly single-family, but has a mixture of densities. The R3-1* zoned portions, formerly a single-family neighborhood has experienced, a limited, random change to higher densities. Most of the area maintains a low-density, single-family appearance with homes built between 1900 and 1920. Conversions of larger old homes and construction of apartments behind single-family homes, on 7,000 to 12,000 square foot lots, has contributed to most of the density increase. Because of the small lot sizes, few large apartment complexes appear in the area.

All of the multi-family development is nonconforming under the present R3 zone; that is, 8,000 square foot lots which could now support only two units may have four or eight units, both of which were possible under former zoning standards. Unless lots are combined, no substantial development can take place under any zone.

Rezoning from R3-1* to R1, R2, and a small area of R3-2.5* is recommended in accord with existing uses and lot sizes. Land north of Villa (primarily Pacific Press) is zoned P and covered by the Villa-Mariposa Industrial Plan.

SPECIAL SITES

1. Castro School/Toft Avenue

   The rear of the Castro School property abuts an unimproved portion of Toft Avenue and a section of the Permanente Creek right-of-way. The combination of the unimproved city street, poorly maintained Water District right-of-way, and School-District lands creates a barren, unkempt looking area. Despite its appearance, students use the path from California Street to Castro School. Completion of Toft Avenue, minimum paving and landscaping along Water District right-of-way, and extension of the School District playground, would provide an attractive means of access to the school. Records indicate the problem dates back at least to 1946--suggesting a concerted effort will be needed to coordinate the three agencies and private interests.

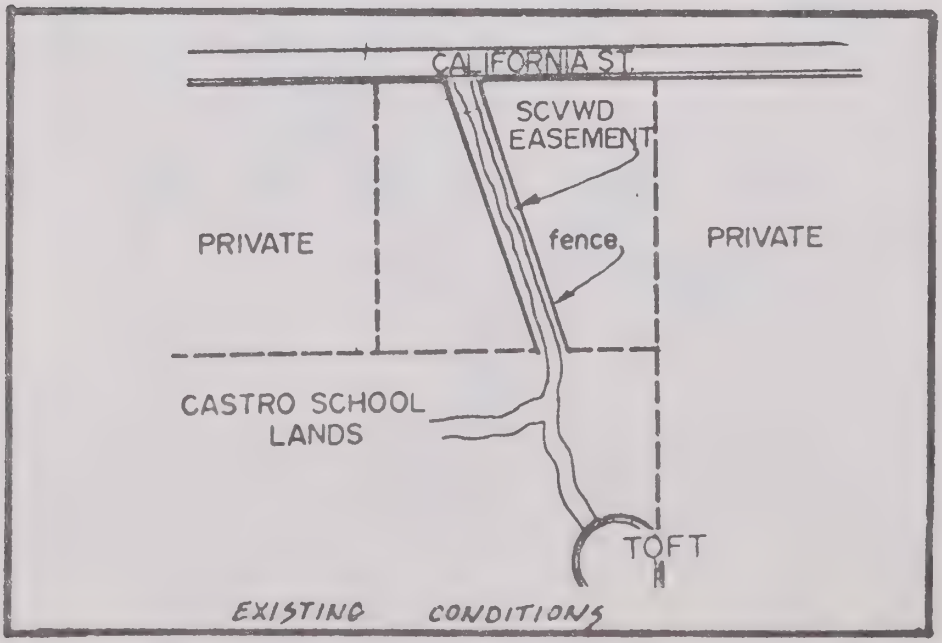


Fig. I-3

2. Kiwanis-Scout Hall Property

This site is an approximately 2.3-acre parcel at the end of Leksich Court, used for the Kiwanis-Scout Hall. The existing R3-1* zoning will allow approximately 90 dwelling units. Rezoning the property to a lower density would not adversely affect the Scout Hall since it is a conditional use in a residential zone. Rezoning to R3-2.5* (40 units) would establish a medium-density policy for the land. The site will not be limited by access problems once Latham Street is fully improved to Escuela Avenue.

3. Chiquita Avenue Site

An approximately 1.6 acre property at the southerly end of Chiquita Avenue is currently zoned R3.1*, which would allow approx. 60 units (the site currently contains four units). A zone change to R3-2.5* (25 units) will provide a medium-density and encourage development of condominiums. The property could also be considered appropriate at a higher density, for development of a low or moderate income housing (e.g., senior citizen housing) and may be a good property for the City to consider land banking for assisted housing developments. This site does have limited access at the end of a long cul-de-sac.

4. The California Street Market.

The corner of Mariposa and California Street is occupied by a "Mom and Pop" grocery store with adjacent living quarters. The store is nonconforming by use, building location, parking, and density. It is also in need of substantial upgrading. Despite these problems, it serves a needed function in the area and could fit compatibly into the neighborhood. Rezoning to a commercial zone, such as C3T or CN is not recommended since it would not remove nonconformity of the development or would it likely lead to improvement. The property does not meet the minimum lot size for the P District although that provision could be granted an exception. The recommended solution is amendment to the nonconforming section of the Zoning Ordinance and establishment of a Zoning Administrator review which could allow the continuation of nonconforming uses under certain conditions (e.g., with a Conditional Use Permit). Since review would be necessary prior to continuation of the use beyond 1980 (when the current ordinance requires termination of the use) improvements could be required at that time. (See P. 2-2)

5. City-owned properties along Bailey Avenue.

It is essential that commercial or office uses not take place along Bailey Avenue and it will be difficult to achieve quality

housing due to the lack of setback from this busy arterial. The City could develop the land or sell it with conditions to ensure a cluster development which provides necessary protections. This alternative can be linked with city relocation needs. However, in light of the problems with trying to achieve quality housing on these sites, it is recommended the City retain ownership and expand the Bailey Avenue landscaping, using low maintenance materials such as groves of redwoods, pepper trees, eucalyptus or other large hardy trees which can provide an attractive but low cost means of landscaping.

DATA SUMMARY

table I-2

WEST SECTION DATA

a.	Existing Number Units/Lots		1,900/690	
b.	Possible Units to Add:	with existing zoning	650 (34%)	(Assumes no lot assembly)
c.	" " " " :	with proposed zoning	200 (11%)	
d.	% Lots Nonconforming:	with existing zoning	30%	
e.	" " " :	with proposed zoning	34%	
f.	Estimated Population: (2.03 P/HH)*	existing	3,850	
g.	" " :	with existing zoning	5,175	
h.	" " :	with proposed zoning	4,250	

*1975 Census

II. THE CENTRAL SECTION--CENTRAL CITY AREA PLAN
LAND USE AND ZONING

General Description

The Central Section consists of two, generally low-density residential areas, split by the Castro Street commercial area. Like the West Section, rezoning to high density has had limited effectiveness, resulting in a confused mixture of densities. Special care to ensure effective transitions between the residential and commercial areas to avoid impacts from noise and traffic are essential to stabilize and improve the area.

Existing Development

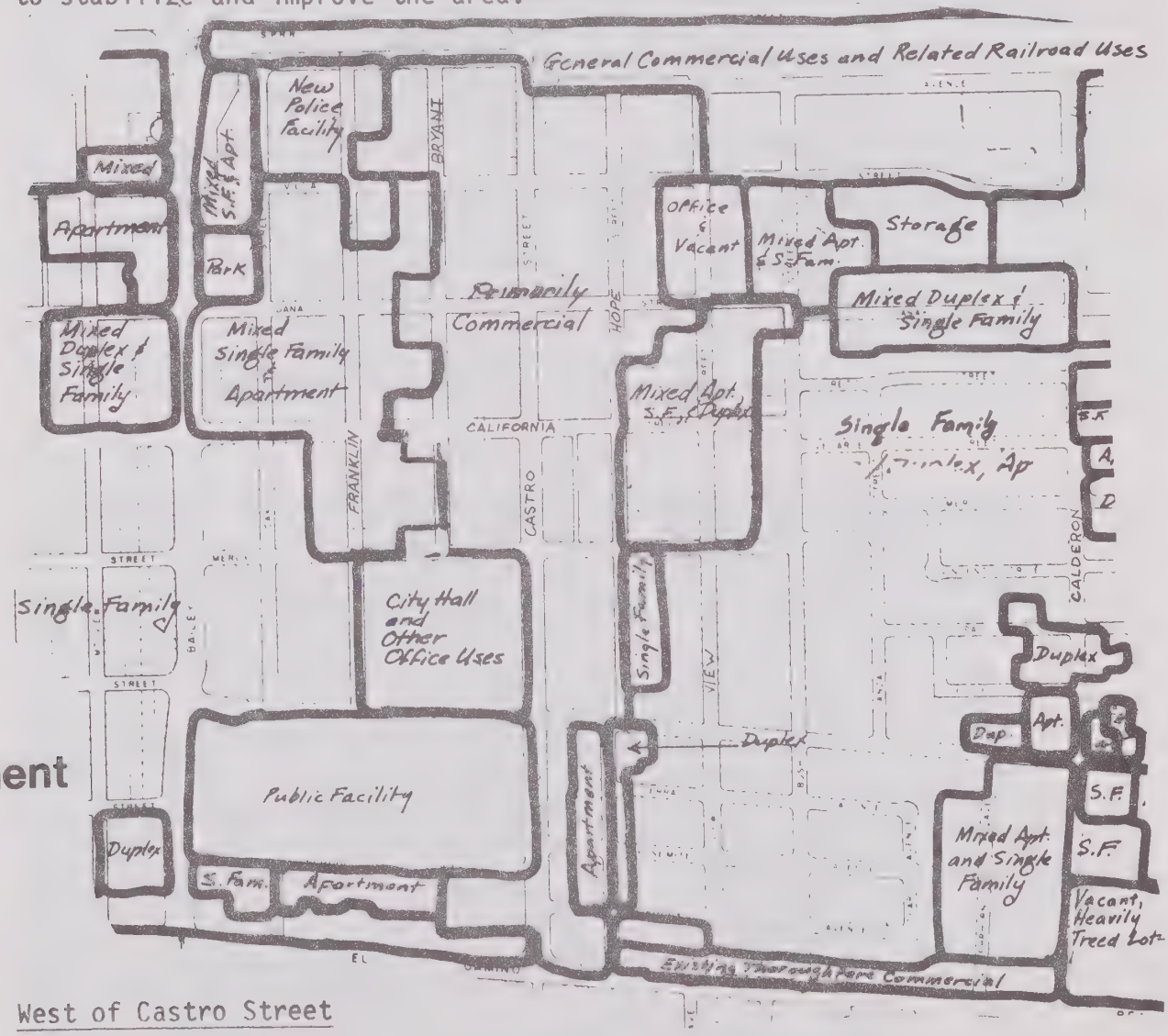
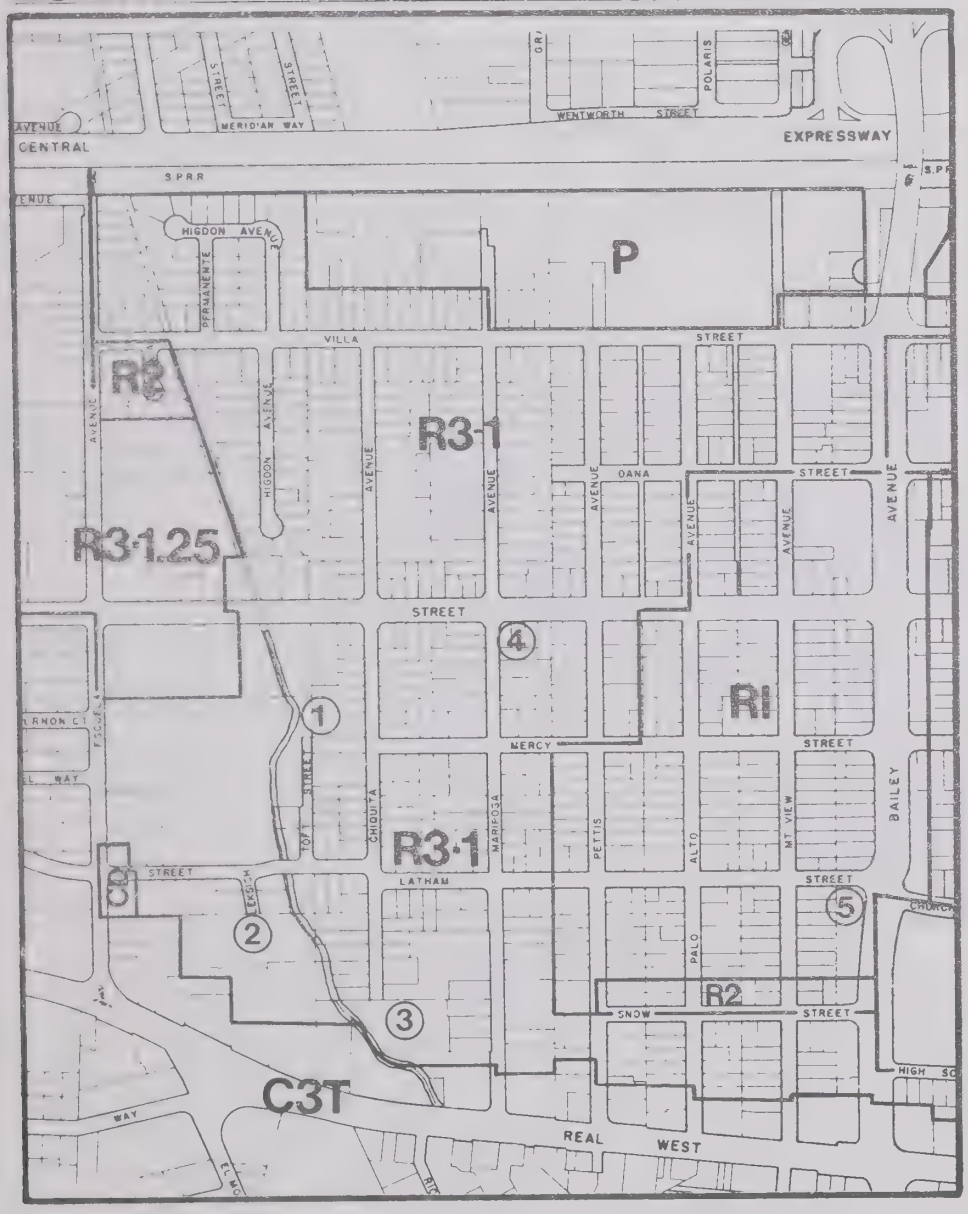


Fig. I-4

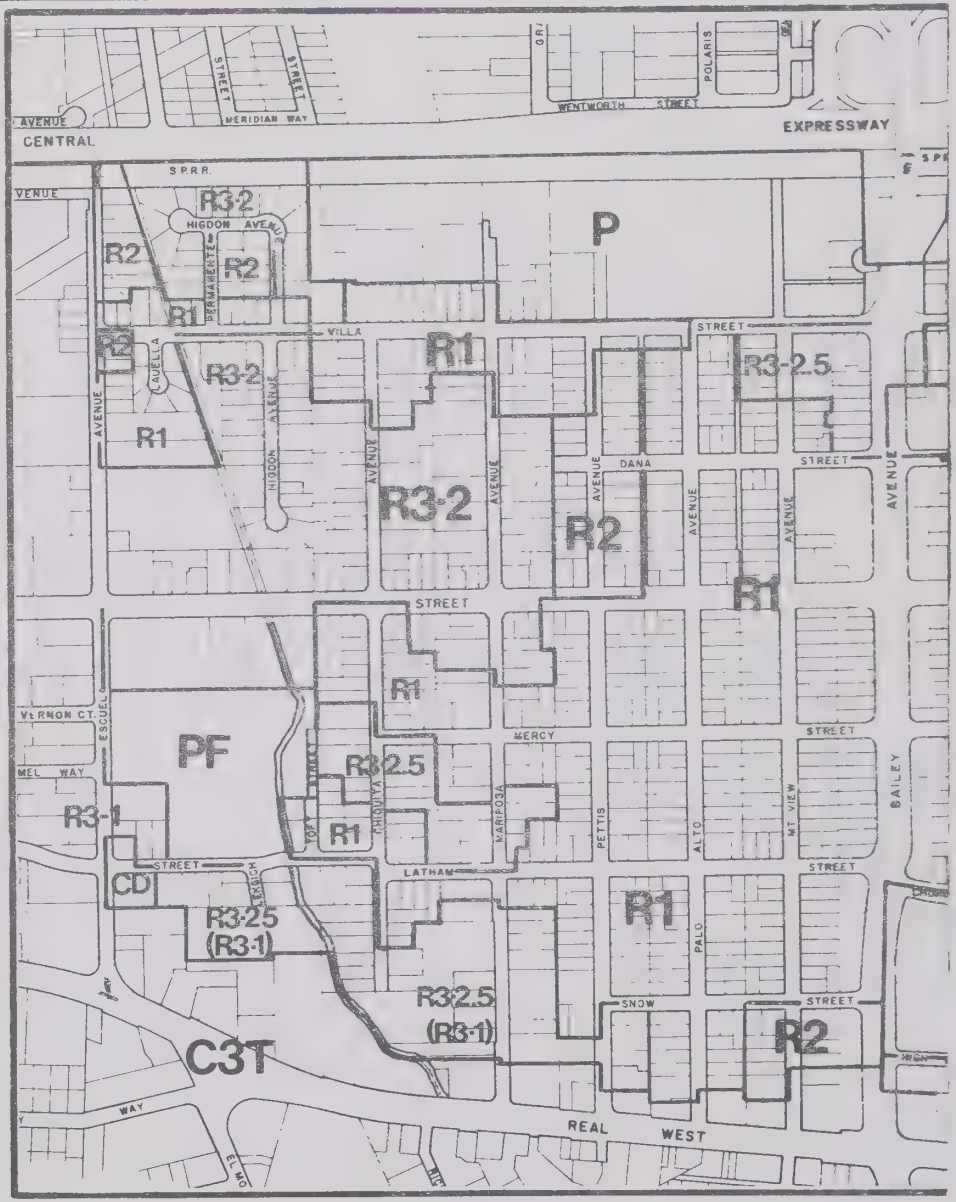
West of Castro Street

The area between the commercial uses and Bailey Avenue is a combination of, predominantly, low-density residential uses and small apartments on 6,000 to 8,000 square-foot lots. This area is one of the oldest single-family neighborhoods in the City. It has been zoned R3d* and R3-1* for the past 20 years in anticipation of a change to very high-density use appropriate near commercial and transit. However, the lot assembly necessary to support high-density development has not taken place. Thus,

ZONING



EXISTING



PROPOSED

1-5 REFER TO SPECIAL SITES

fig I-5

Refer to Appendix for Adopted Zoning Maps

there are only scattered high-density apartments, all of which are non-conforming under current zoning requirements. Despite the threat of redevelopment, random conversions, and commercial activity, the low-density character persists and the neighborhood appears to be stable and improving. Rezoning to lower density (R1 or R2) is recommended in order to provide an incentive to further improve and stabilize the area and to preserve existing lower cost, low-density housing close to the downtown services.

Villa and California Streets traverse the area leading to Castro Street resulting in higher than desirable traffic impacts. However, these traffic patterns are so well established that little opportunity exists for changing them. In order to preserve the residential uses, traffic intensification on interior streets (Dana, Franklin, Mercy and Oak) must be prohibited. Office and commercial uses along these streets should also be prevented.

Five major publicly-owned parcels lie in the area--City Hall and Pioneer Park, Mountain View High School, Dana Street Park, the existing Police and Fire facility, and the future Police station. The new Police Building will add a major new identity to the area. Traffic generated by the use and attendant public parking should be discouraged from using Oak and Franklin Streets. Failure to address the traffic may force rebuilding of streets or use of one-way streets through the area to handle higher volumes, making lower-density uses no longer appropriate. The possible expansion of Dana Park to join with the Police Station site and policy for public parking are discussed in separate reports. (See Circulation Report, Page 7 and Public Facilities Report, Page 4.)

Transition of the area north of California Street to higher density remains a logical, long-term future use of the land, given its proximity to major roads, commercial uses and possible transit. However, without extensive lot assembly (which would likely require public action as part of the revitalization powers) major change is not considered likely, particularly within the next decade.

The vacant lands along Bailey Avenue have only 80 feet of depth and are heavily impacted by traffic noise. Individually, the land would be difficult to develop with any self-contained project. Policies mentioned previously for landscaping and aggregation with adjacent lots apply here as well. Additionally, the lands at the northeast corner of Church and Bailey, which include one vacant and two developed parcels, offer an opportunity for construction of a new fire station in an ideal location located directly on a major arterial near signalized intersections. If effectively designed, this station could fit well with residential uses in the area.

Commercial Area

Few zoning changes are suggested for the commercial downtown area since the independent actions of the Revitalization Committee will address the zoning and land use. The Central City studies suggest, however, that close attention be given to the impacts of commercial uses on surrounding residential uses. Also suggested are provisions necessary to incorporate more housing opportunity and neighborhood related services into the existing commercial area.

A major rezoning recommendation is to rezone several of the properties along Franklin and Hope from commercial to residential in light of their existing use and proximity to residential neighborhoods. Generally, it is preferable that the line between commerical and residential uses be drawn along back property lines to allow buffering such as landscaping and walls. When the line is drawn down the middle of a street, residential uses are subject to visual and functional encroachment from commercial activities across the street.

There are at present, several residential units in the area zoned for commercial. Many of these buildings are viable residential uses and provide a stock of lower cost housing in the City. To preserve this housing stock, it is recommended that the nonconforming section of the Zoning Ordinance be amended to remove the amoritization period (forty years after date of issuance of building permit or 1980, whichever is later) for residential uses in commercial or industrial zones.

The conversion of older single-family homes to commercial uses is also possible and can make economic sense. In these cases, sensitive design must be used to preserve and enhance the historic, original character of buildings.

Extending out from Castro Street, along Evelyn and Villa is a heavy commercial area containing the Southern Pacific Railroad property (and spur), Minton's Lumber Sales and Milling operation, and a variety of warehouse, small manufacturing/machine shop uses and auto repair uses. The heavier uses in their present form may no longer be appropriate to the area due to its prominent location near the downtown. Use of the CG zone is recommended, however, special streetside setbacks, landscaping, screening of storage areas, and sign controls should be applied by ordinance or design review. These are all needed to make the area more compatible with its function as a major entrance to the downtown. An alternate is a Planned Community zone with a precise plan. Most of the existing land uses would qualify as allowed uses in the CG zone. The P zone would allow the existing uses that do not conform to the CG zone to continue. It may also facilitate improvement of the SP facility and addition of parking should this area remain for transit use. All vacant land should be considered for parking for downtown or transit.

East of Castro Street

The area between the Castro Street commercial area and Calderon Avenue is primarily developed and zoned for single-family homes. The area adjacent to the commercial properties is somewhat higher density, mainly duplexes but some apartments.

There are several special sites that call for special attention. The following specific zoning actions will help preserve existing uses and provide effective transition with the commercial uses:

1. Villa Street. Approximately 3.5 acres of land is now used for lumber storage (Mintons). Under the present MM (General Industrial) Zoning, the land could be developed with much

heavier industrial uses. With its location and size it could reasonably be devoted to medium or high density residential use. Zoning to the R3-2* is recommended for future development of housing. The CG is recommended to replace the present MM, Industrial District.

2. View Street

The east side of View Street between Dana and Villa contains a vacant, commercially-zoned property. The center portion of the block is owned by the Parking District. Parcels on either end are privately held. The use of this land along with the City-owned land and School District owned lands on the west side of the street will have an important impact on the future of adjacent residential areas.

The west side of the street is under the control of the Revitalization District. It is recommended that specific uses in this area be carefully reviewed to ensure only those uses that are compatible with the surrounding residential uses be allowed. Medium-density residential zoning is suggested for the east side of View Street.

3. Hope Street

Although zoned CD (commercial) since the early 60's,the east side of Hope Street is devoted to residential uses with one dentist's office on the corner of Mercy and Hope. The buildings are mostly early 1900's single-family homes or conversions to duplexes and apartments. The proximity to the downtown, parkings and the back of a shopping center suggests the continuation of commercial or office use. However, the existing residential uses strongly favor rezoning to either R1 or R2. Further, the maintenance of lower-density residential uses will eliminate the need to widen Hope Street south of California. (Reconstruction within the existing right-of-way is, however, essential.) Improvements to the rear of the shopping plaza, including screening and landscaping, should be vigorously pursued by the City. In fact, this is necessary even if the subject property is converted to office use. Other uses along the west side of the street, (two churches, an apartment, and telephone offices) are generally compatible with residential use.

If devoted to office use, stringent design control should be established to avoid destruction and/or inappropriate conversion of the existing structures.

4. Ehrhorn

The R3-1* along Ehrhorn and Calderon contains a mixture of single-family homes (61%), duplexes (18%), and multiple-dwelling unit complexes (21%) on small, narrow lots. The streetside appearance of the area is distinctly single family. It is recommended that these lands be rezoned R-1 to preserve the existing low density.

table I-3 DATA SUMMARY

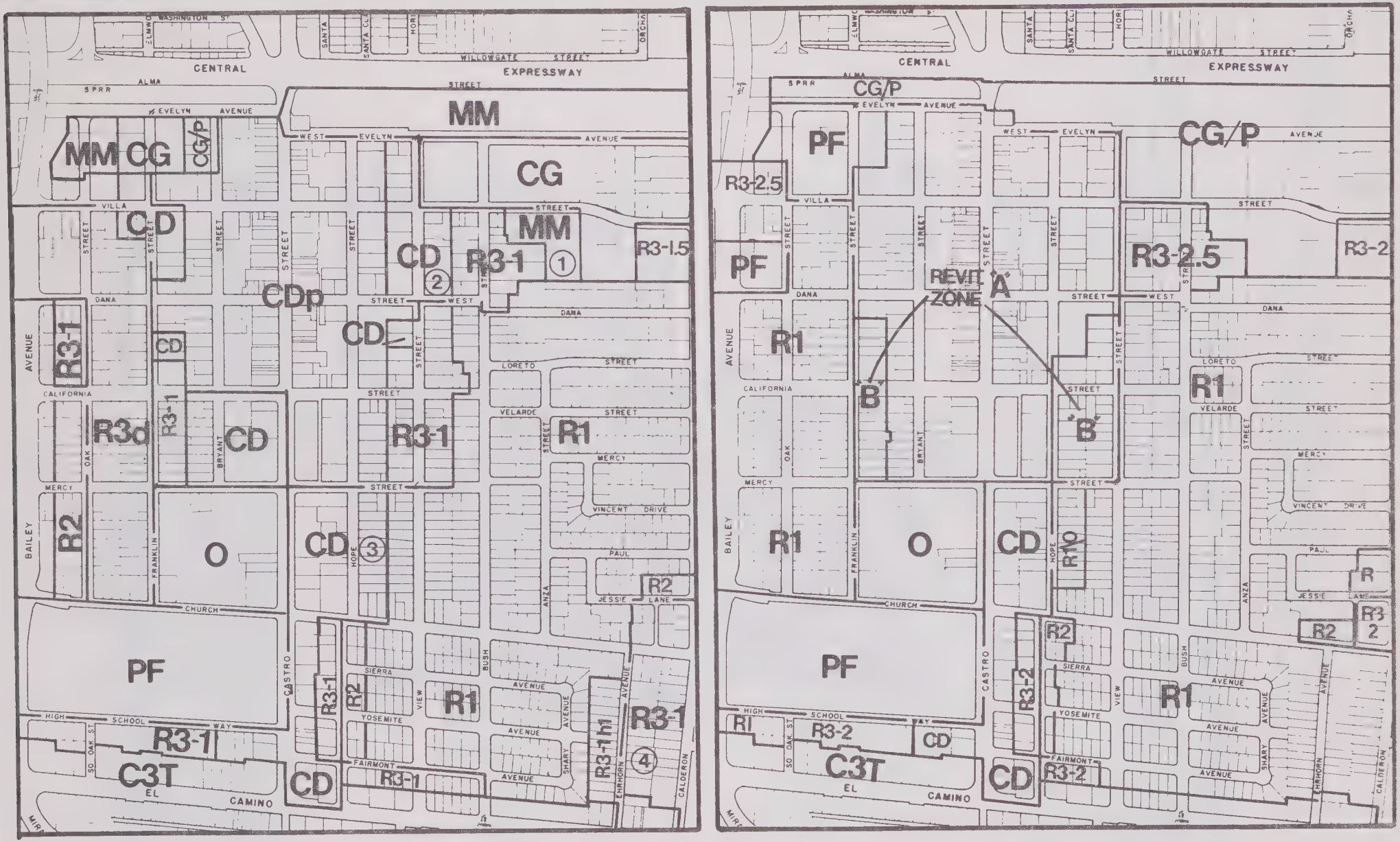
CENTER SECTION

a.	Existing Number Units/Lots		775/375	
b.	Possible Units to Add:	with existing zoning	175 (23%)	(Assumes no lot assembly)
c.	" " " " :	with proposed zoning	90 (12%)	
d.	% Lots Nonconforming:	with existing zoning	17%	
e.	" " " :	with proposed zoning	27%	
f.	Estimated Population: (2.02 P/HH)*	existing	1,575	
g.	" " :	with existing zoning	1,925	
h.	" " :	with proposed zoning	1,750	

Housing Potential: Added Units in Revitalization District.
: Use of Villa Street Storage Area.

* 1975 Census

ZONING



EXISTING

PROPOSED

1–4 REFER TO SPECIAL SITES ◯

fig I-5

Refer to Appendix for Adopted Zoning Maps

III. EAST SECTION--CENTRAL CITY AREA PLAN
LAND USE AND ZONING

General Description

The lands to the east of Calderon Avenue contain a fairly new single-family core south of Landels School surrounded by higher density development. Several large parcels also remain which may offer unique development opportunities.

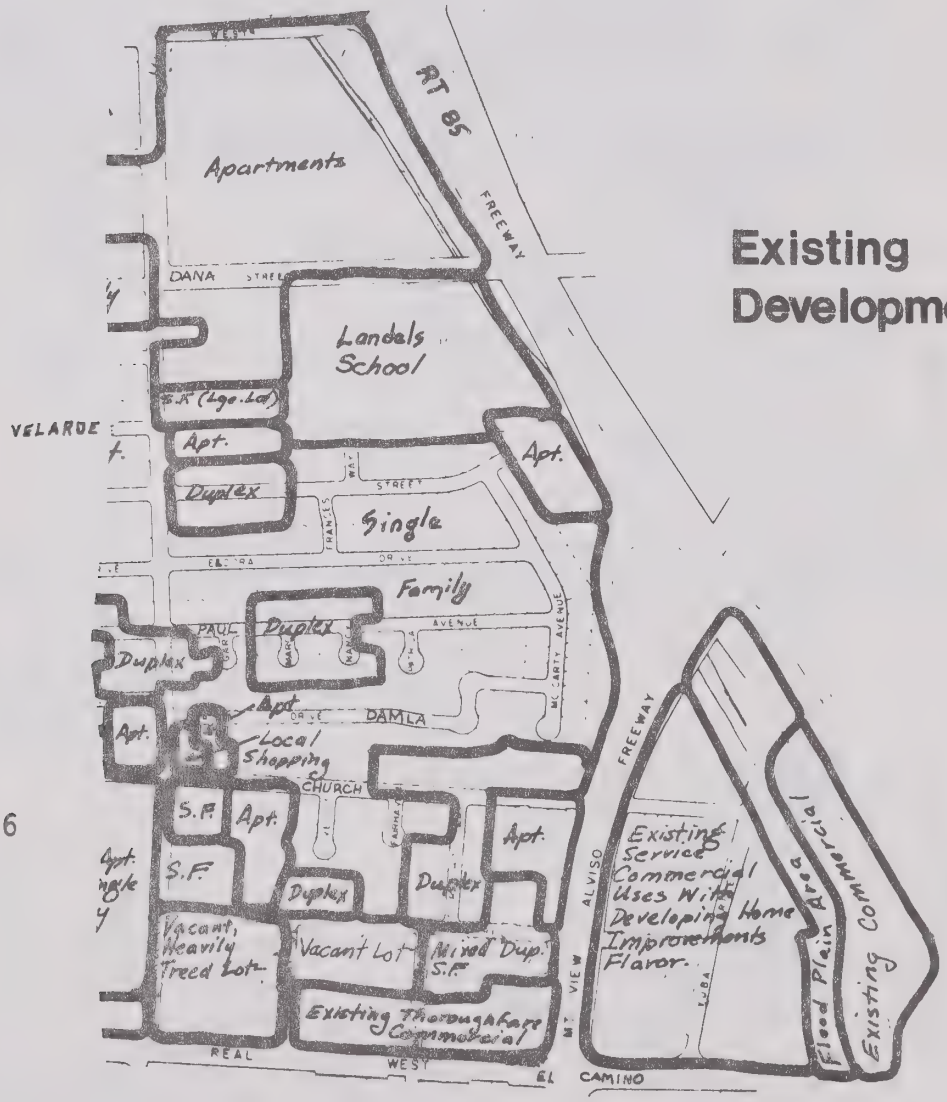


Fig. I-6

The proposed zoning changes serve to reflect actual use and most appropriate potential uses of the land. A nucleus of single-family homes lies south of Landels School and Park. Higher density zoning (R3-1* and R2) remains along Calderon although much of the land along both sides of the street is devoted to single-family homes. The recent decision to leave Calderon a two-lane collector enhances lower-densities along Calderon. The area south of Church Street contains several parcels zoned for more density than currently or reasonably could exist; these lands should be zoned to a lower density.

SPECIAL SITES

1. Three significant historic residences lie along Calderon.

   The 1.2 acre lot, roughly across from Velarde Street, is currently occupied by a home known as the Abbot house constructed in 1884. Two large lots at the southeast corner of Calderon and Church are occupied by notable single-family homes. One of these homes, the E. T. Johnson house, is a shingle-style home built in the late 1800's. The other house is a craftsman clapboard style constructed in 1910. The land is presently zoned for apartments with a combined capacity of 40 units. Low-density zoning, application of a modified sd district and/or eventually historic preservation ordinances may be necessary to save these structures.

2. Centre Avenue

   Rezoning from R3-1* to R2 is recommended for 14 lots off of Centre between Bay and Route 237. Although ten of the lots are presently occupied by single-family homes, the 10,000 to 12,000 square foot lots are capable of limited amounts of infill. The lots as currently subdivided and zoned could be developed with a maximum of three units. If combined, the area would yield a 57-unit project, far too dense to fit the area.

3. Foothill College Site

   The former 4-1/2 acre site of Foothill College at Calderon and El Camino is zoned P, Planned Community, but does not have a designated Precise Plan. The lot is notable for its numerous, outstanding Heritage Trees--California Oaks and a variety of conifers. The El Camino frontage suggests commercial usage. However, the rear portion of the property is bordered on all sides by residential uses and would be most appropriate for housing development. High quality design, with particular attention to the effects it will have on the rest of the neighborhood, is mandatory if development is to provide incentives for upgrading this part of the City.

   The following general guidelines should be adopted as a basis for working with perspective developers to arrive at a detailed plan for use of this site.

A. The lands may be devoted to:

   1) An all residential cluster at a density not to exceed 25 dwelling units per acre. Density may be reduced in order to ensure adequate open space, preserve trees and achieve the highest quality development.

   2) A combination of the above residential use with no more than 50 percent of the Foothill College lands devoted to

commercial and office use, oriented to El Camino. Closely integrated, coordinated design is essential; it is important that freestanding, separate commercial structures be avoided.

B. Commercial traffic shall be oriented to El Camino Real and Calderon Avenue, avoiding use of Centre.

C. Montgomery Street may be abandoned and the space integrated with the use.

D. Building height shall not exceed two stories on the half of the site nearest Centre Street.

E. This unique site demands a unique, quality development of outstanding design. The development should result in a source of pride and identity for the community.

F. Every effort shall be made to retain all major trees on the site and to integrate them into the project design.

G. In coordination with the County Transit District, the project shall incorporate a bus turnout and shelter compatibly designed with the project, if possible.

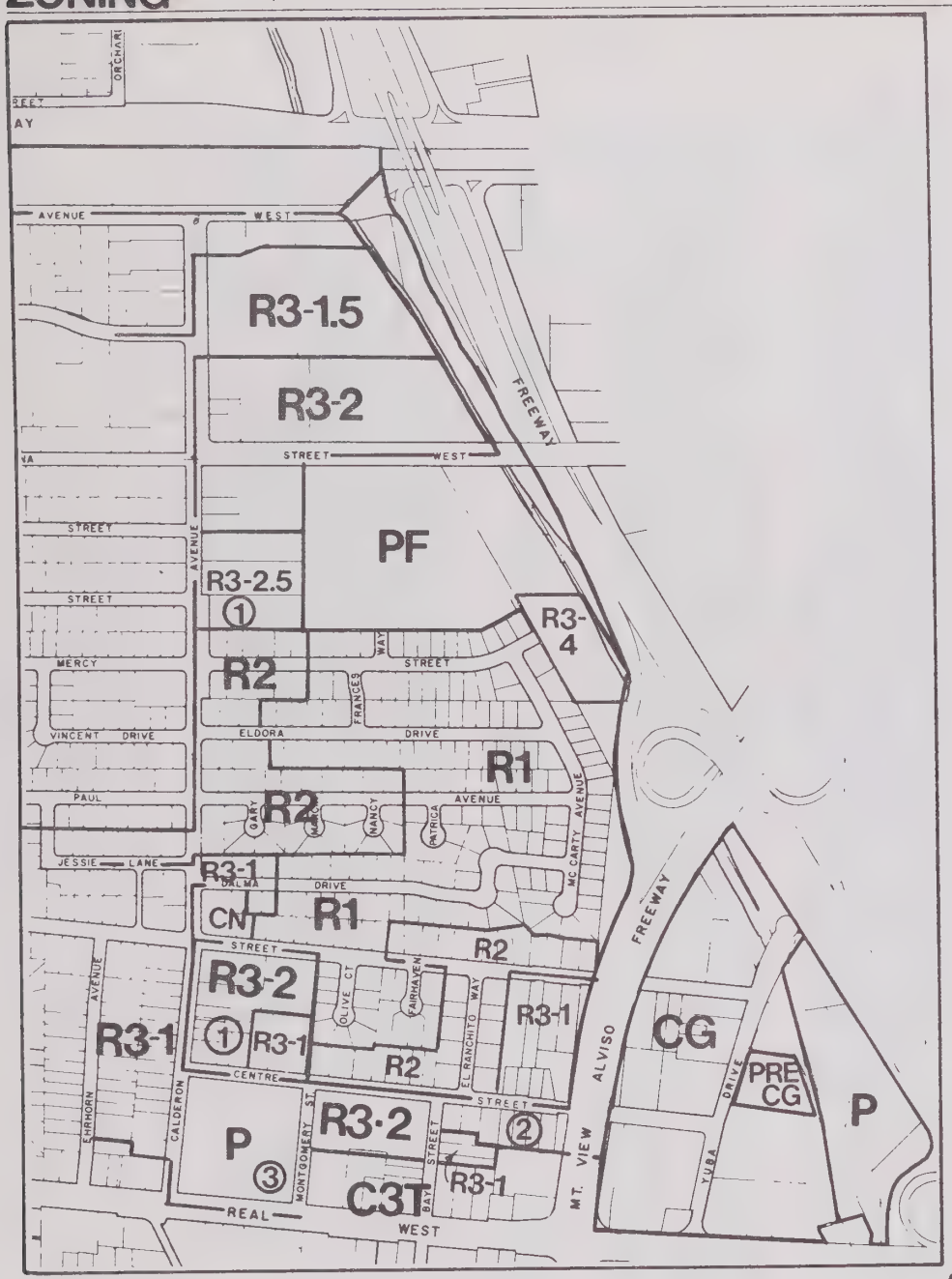
DATA SUMMARY

table I-4 EAST SECTION

a.	Existing Number Units/Lots		1,385/890
b.	Possible Units to Add:	with existing zoning	200 (Assumes no Lot Assembly)
c.	" " " " :	with proposed zoning	225
d.	% Lots Nonconforming:	with existing zoning	7%
e.	" " " :	with proposed zoning	6%
f.	Estimated Population: (2.19 P/HH)*	existing	3,025
g.	" " :	with existing zoning	3,475
h.	" " :	with proposed zoning	3,525

Housing Potential Not Counted: Foothill College Site
* 1975 Census

ZONING



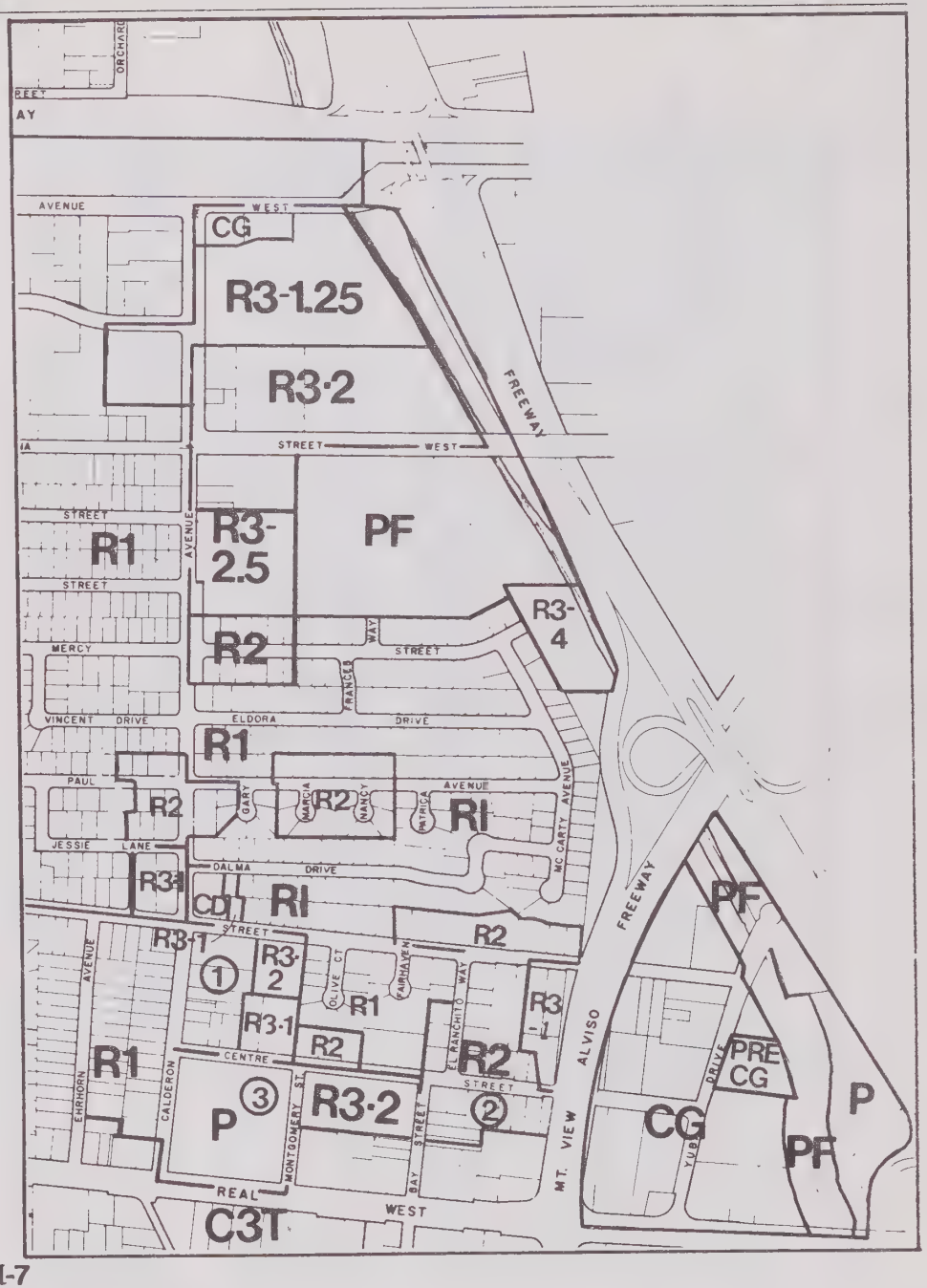


fig.I-7

EXISTING

PROPOSED

1-3 Refer to special sites ◯

Refer to Appendix for Adopted Zoning Maps

IV. Proposed Changes to the Nonconforming Section of the Zoning Ordinance

The fear by owners in the community of owning "NONCONFORMING" properties can become an obstacle to effective planning and zoning policy. Nonconformity, under the zoning law, implies that the use, development or property standards are inappropriate to the current regulations or codes. For example, with respect to density, previous regulations may have allowed several units on a property which may now only accommodate one or two units. Commercial uses occupy a residentially zoned property or vice versa. Nonconformity may also take place with respect to building and site design. Side yards may be too narrow, insufficient parking may be provided, and building heights may be greater than current laws allow. These provisions can often be accommodated in reconstruction of buildings, even at previous densities.

The nonconforming provisions of the ordinance generally provides some period of amortization beyond which point the building or the use must be terminated. There are also provisions that should the property be substantially destroyed through some natural disaster such as fire, the preexisting use at its former intensity could not be reestablished.

This nonconforming status can lead to problems for owners since sales may be more difficult, people are suspicious of the nonconforming status, insurance rates may be increased and financing may be more difficult to obtain. Nonconforming status and its side effects can indirectly lead to deferred maintenance and loss of faith in a particular area, particularly when large numbers of nonconforming uses exist.

Virtually all of the multiple-family structures built in the City before 1974 when the new R3 ordinance was adopted, are nonconforming. The differences between ordinance and actual development is obviously most evident in the oldest parts of the City. In the Central City Area, approximately 20% of the lots, almost 400, have nonconforming development.

From a practical standpoint, the fears of nonconformity are often unfounded. Structures are rarely affected by major disasters such as fire. Forced removal of structures for deviation in density or development standards is difficult and may be unnecessary. Nonconformity of clearly conflicting uses, such as a very heavy industrial use within a residential area, may be appropriate but these seldom occur in Mountain View.

In order to ease the problem and take a more practical approach to nonconformity, two major changes are recommended:

1. The nonconforming section of the Zoning Ordinance, should be changed to allow the maintenance of the existing density even in the event of major disaster that destroys more than 50 percent destruction of the building. This would mean that a party could rebuild a ten-unit apartment, on a site which would normally only allow three units, if they so chose, once they had legally established and maintained that density Such a redevelopment would require SPAR Approval and would have to comply with all other site development standards (e.g., setbacks, yards, coverage, etc.).

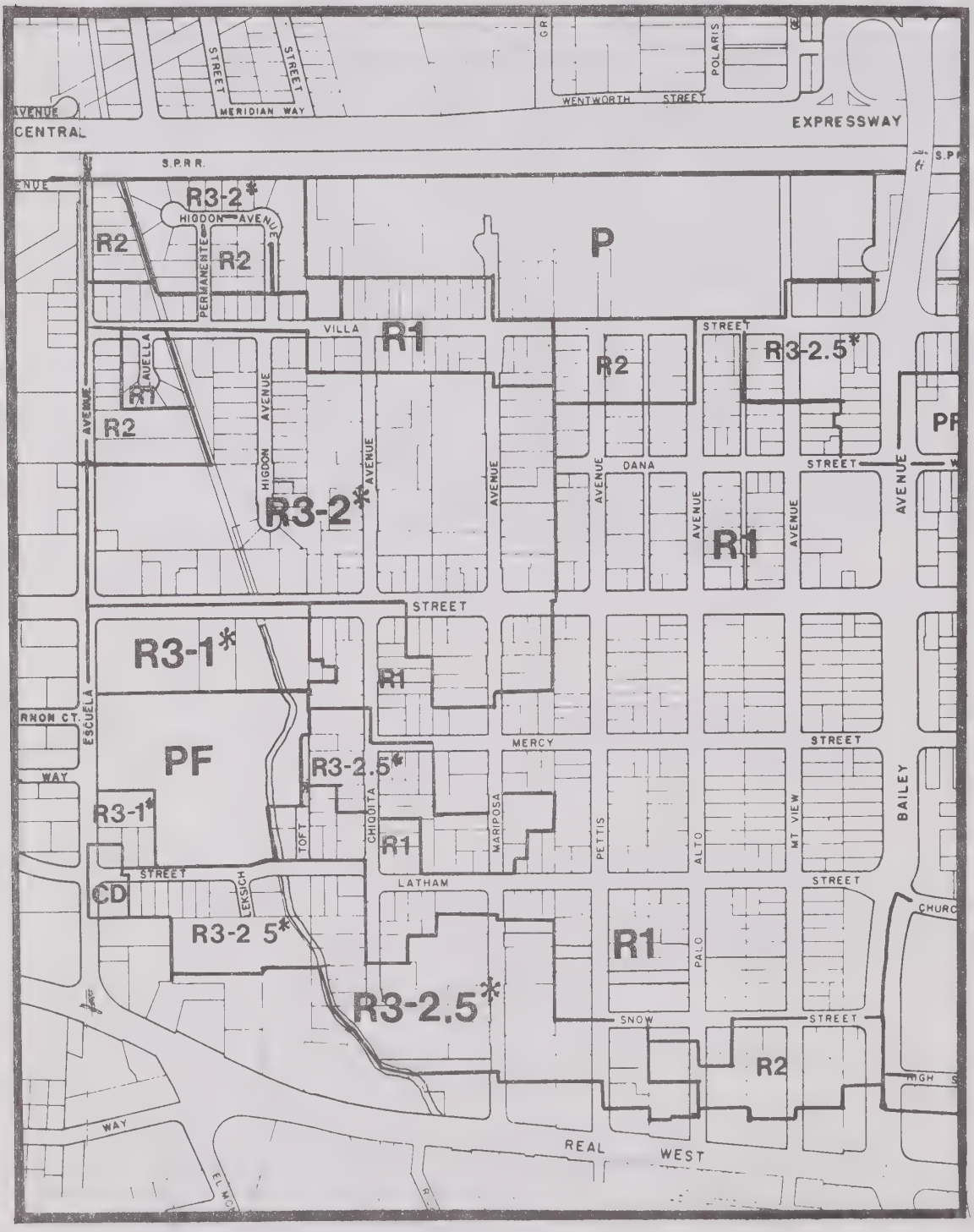
Implementation of this change would in effect remove the cloud of nonconformity from most of the existing older multiple-family uses in the community. Similar provisions are used in other cities.

2. The nonconforming section should also be changed to allow, through a conditional use permit, extension of nonconforming commercial uses in residential areas and residential uses in commercial and industrial areas when it can be shown that they provide a reasonable service to the neighborhood or needed housing, with a minimum disruption to the other uses.

   One advantage of this provision is that it would allow a case-by-case review of nonconforming uses and encourage upgrading of properties. Where nonconformity is characterized by a juxtaposition of seriously incompatible uses, special mitigating conditions should be imposed or, if the incompatibility is insurmountable, the use permit should be denied.

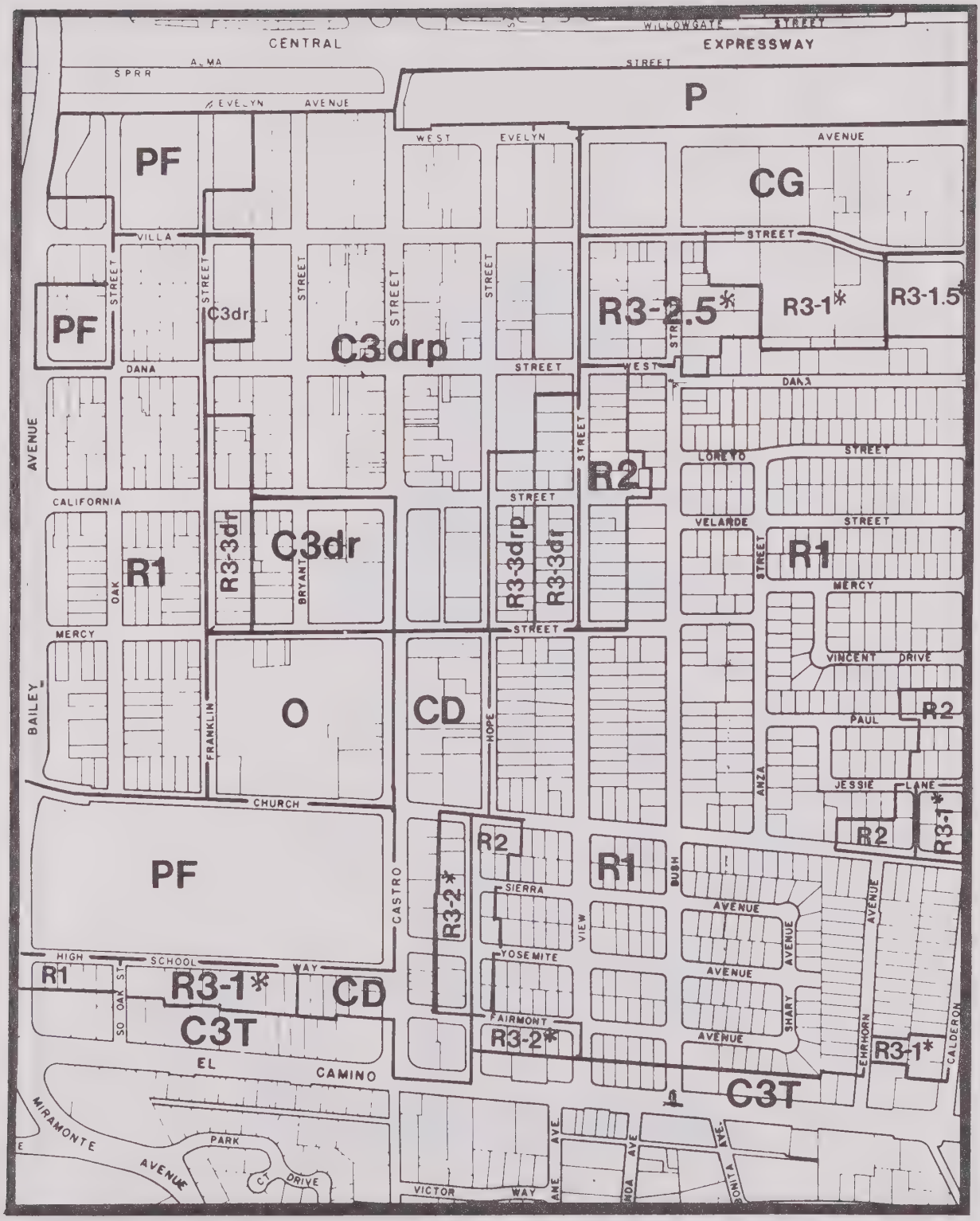
   Implementation of these changes both addresses the present problem and removes a significant constraint to future rezonings. It helps preserve existing private investments, provides a means for city review and requires improvement of nonconforming structures.

ZONING APPENDIX



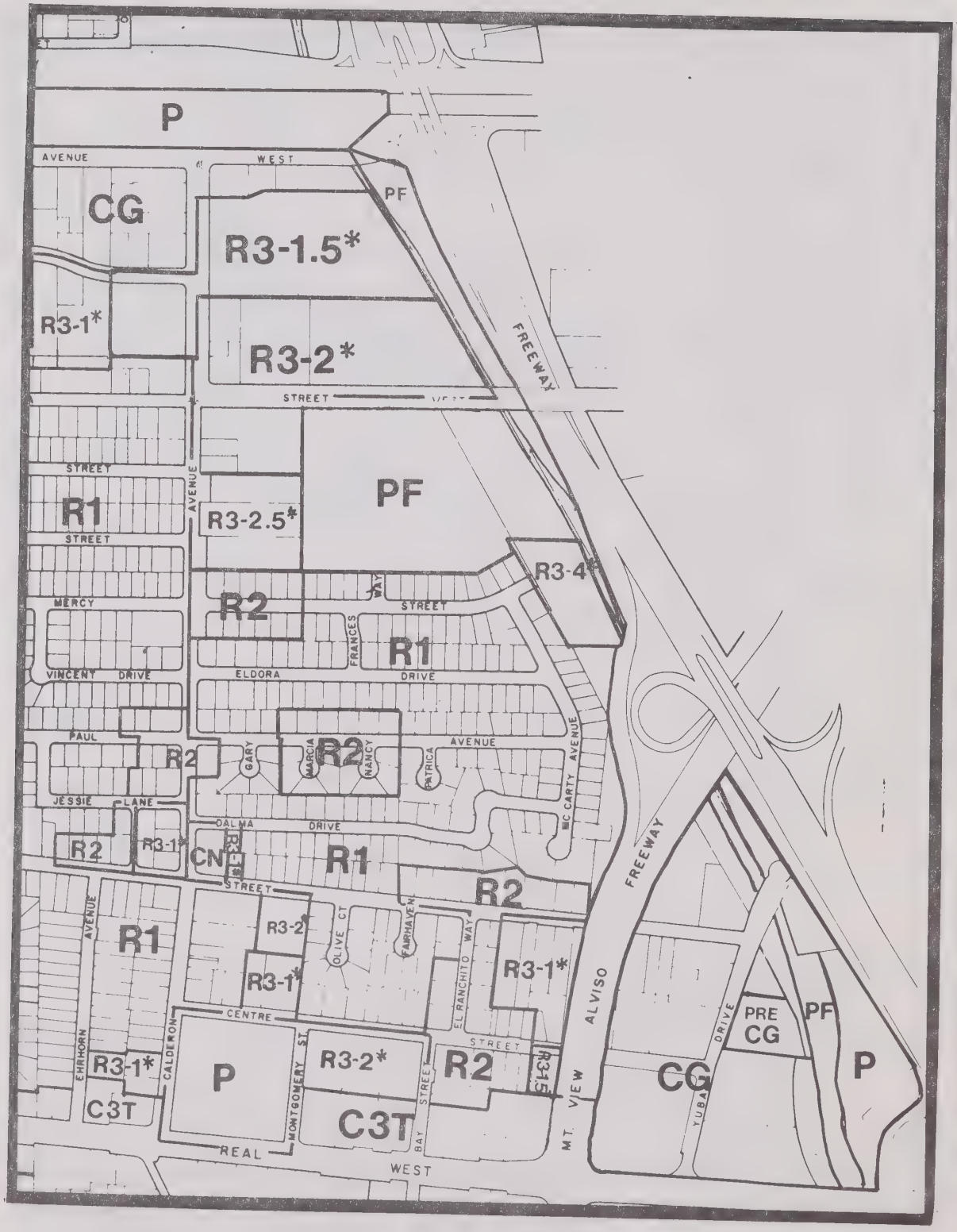
ADOPTED WEST SECTION

ZONING



ADOPTED CENTER SECTION

ZONING



ADOPTED EAST SECTION



CIRCULATION

Policy Report Number II

CIRCULATION AND STREET POLICY

INTRODUCTION

Figure II-1 delineates the major street and circulation plan for the Central City Area. The plan is based on accommodating the proposed land uses and on the following assumptions:

A. A clearly defined street network and parking pattern is needed to support the downtown commercial area and residential uses.

B. Heavy through traffic in residential areas significantly detracts from their desirability and should be reduced, discouraged or prevented.

C. It is economically essential to maximize use of existing improvements and minimize construction and maintenance costs.

DEFINITIONS

Four classes of roadway are considered--ARTERIAL, MAJOR COLLECTOR, LOCAL COLLECTOR, and NEIGHBORHOOD STREET. The classification provides a basis for policy on how streets should be designed, signed, and improved. This classification and related policies are predicated on their relationship to adjacent uses as well as overall circulation needs; it is not based primarily on accommodation of existing traffic patterns or anticipated demands. The plan (Fig.II-1) seeks to shape traffic flow by emphasizing certain streets and restricting others. The following describes the four classes:

ARTERIAL - Arterials are those streets which provide the major means of flow for through traffic. Generally, Arterials should not traverse residential areas, but rather the fringes of commercial uses. Their design, through lane width, landscaping, signing, etc., should emphasize their heavy, direct use.

MAJOR COLLECTOR - A Major Collector serves a relatively heavy volume of through and commercially oriented traffic. It also provides local access to properties along its way. Traffic should be relatively free flowing and provide easy access to neighborhood streets and facilities. Where such streets traverse residential areas, particular attention should be given to street side landscaping.

NEIGHBORHOOD COLLECTOR - A Neighborhood Collector should seek to discourage through traffic, but has a primary role of collecting and distributing traffic from neighborhood streets.

NEIGHBORHOOD STREET - The primary purpose of a Neighborhood Street is to provide direct access to the uses along the street. Slow-moving traffic, compatibility with adjacent uses, frequent interruptions (driveways, kids, pedestrians, bikes, etc.) and parking are characteristics of the Neighborhood Street.

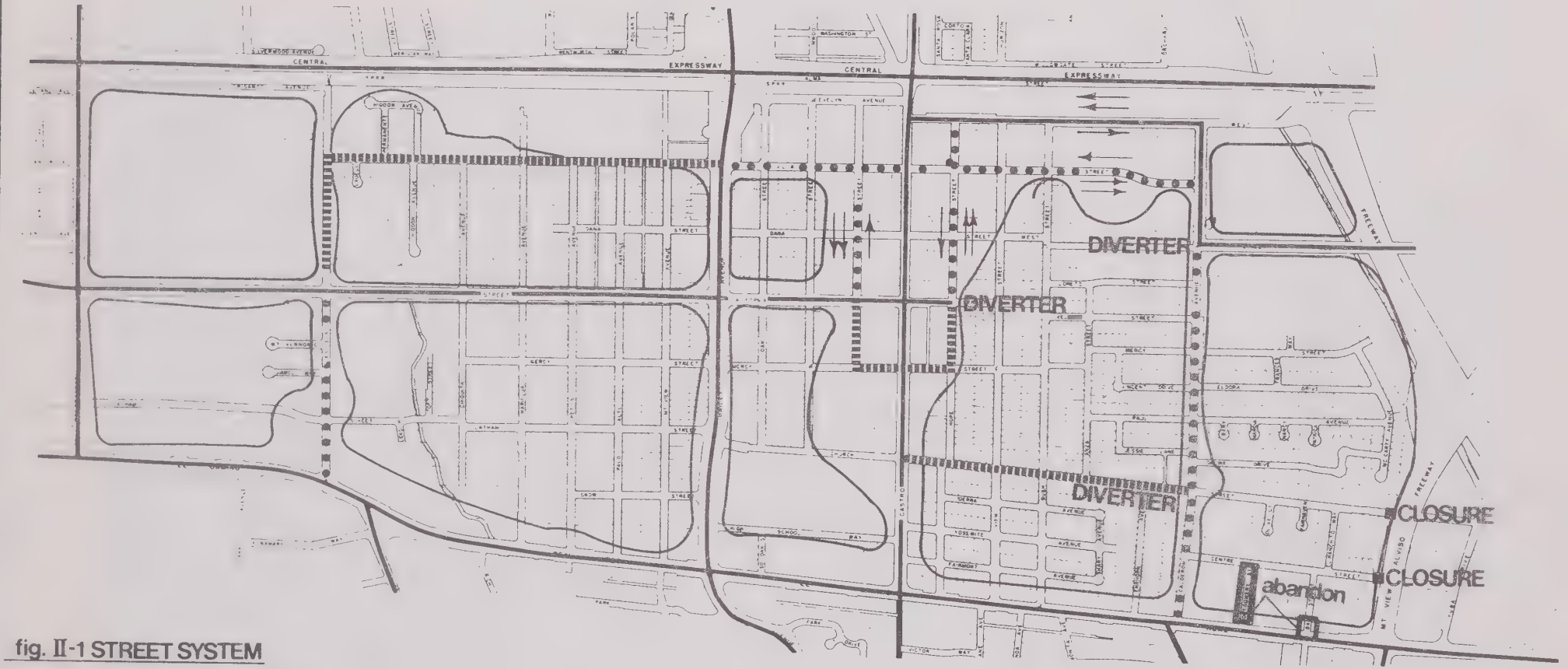


fig. II-1 STREET SYSTEM

ARTERIALS-LARGELY THROUGH TRAFFIC
MAJOR COLLECTORS-STREETS FOR DISTRIBUTION AND THROUGH TRAFFIC
LOCAL COLLECTORS-STREETS FOR NEIGHBORHOOD DISTRIBUTION-THROUGH TRAFFIC DISCOURAGED
NEIGHBORHOOD STREET

□□□□□ FUTURE IMPROVEMENT

NEW IDEAS - The following two concepts are recommended for additional study and implementation, although not now in use in the City:

Preferential Two-Lane Design - The restriping of certain downtown roadways to provide two lanes in one direction and one in the other, should increase the streets capability of handling larger volumes of traffic--without incurring major roadway cost. Elimination of parking on one side and narrowing lanes will be necessary in some, but not all cases. Provisions for bike use will also need to be considered. The plan proposes these roadways be used in sets creating an increased but balanced flow of traffic. A detailed traffic engineering study under, perhaps, the Revitalization District should be made to more fully evaluate the costs and benefits of this concept.

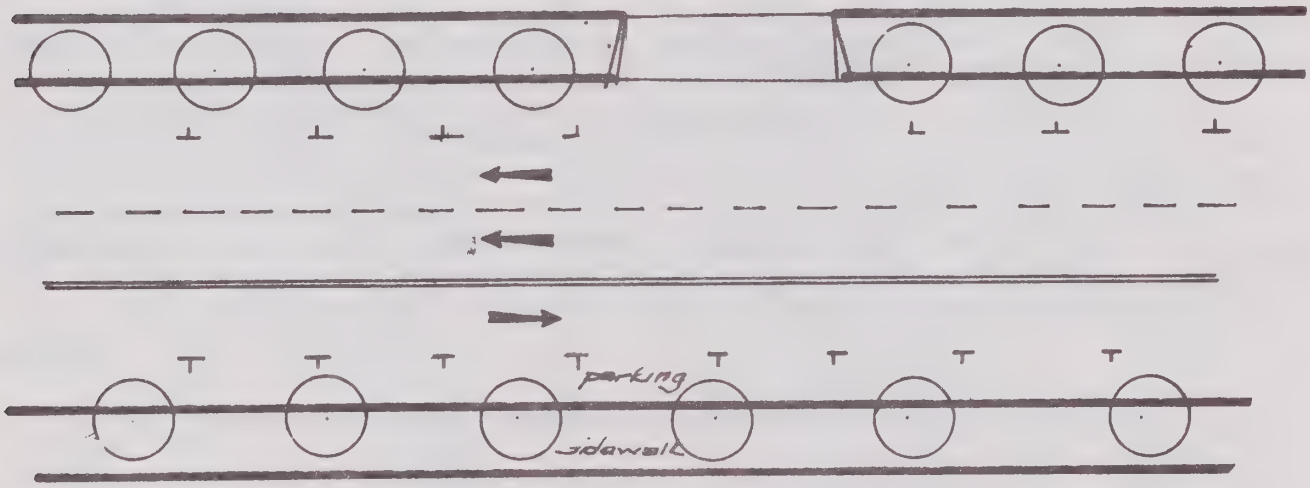


Figure II-2

Traffic Diverters - "Diverters" are frequently employed to direct traffic from one place to another, to increase safety, to better use arterials and to dissuade disruptive traffic in an otherwise low-intensity area. Numerous local communities including, San Francisco, Berkeley, Palo Alto and Santa Cruz have used this traffic control technique in varying degrees.

No extensive use of diverters is proposed for the central area; however, along with efforts to improve through and commercial traffic on some streets, key diverters are recommended to protect residential areas. Figure II-1 indicates proposed locations. Placement of diverters must move with caution and where reasonable alternatives for access can be provided. No diverter can be implemented without initial public opposition--their intent is clearly to change people's normal routine. However, without a direct, permanent barrier, through traffic will continue to short-cut, rather than use arterials and collector streets intended for that traffic.

Diverters must be designed attractively and permanently to be effective and accepted. Unattractive, "sandbag" barriers or barricades can prevent traffic flows, but do little to enhance the neighborhood. Stretches of possible partial or full diverters follow:

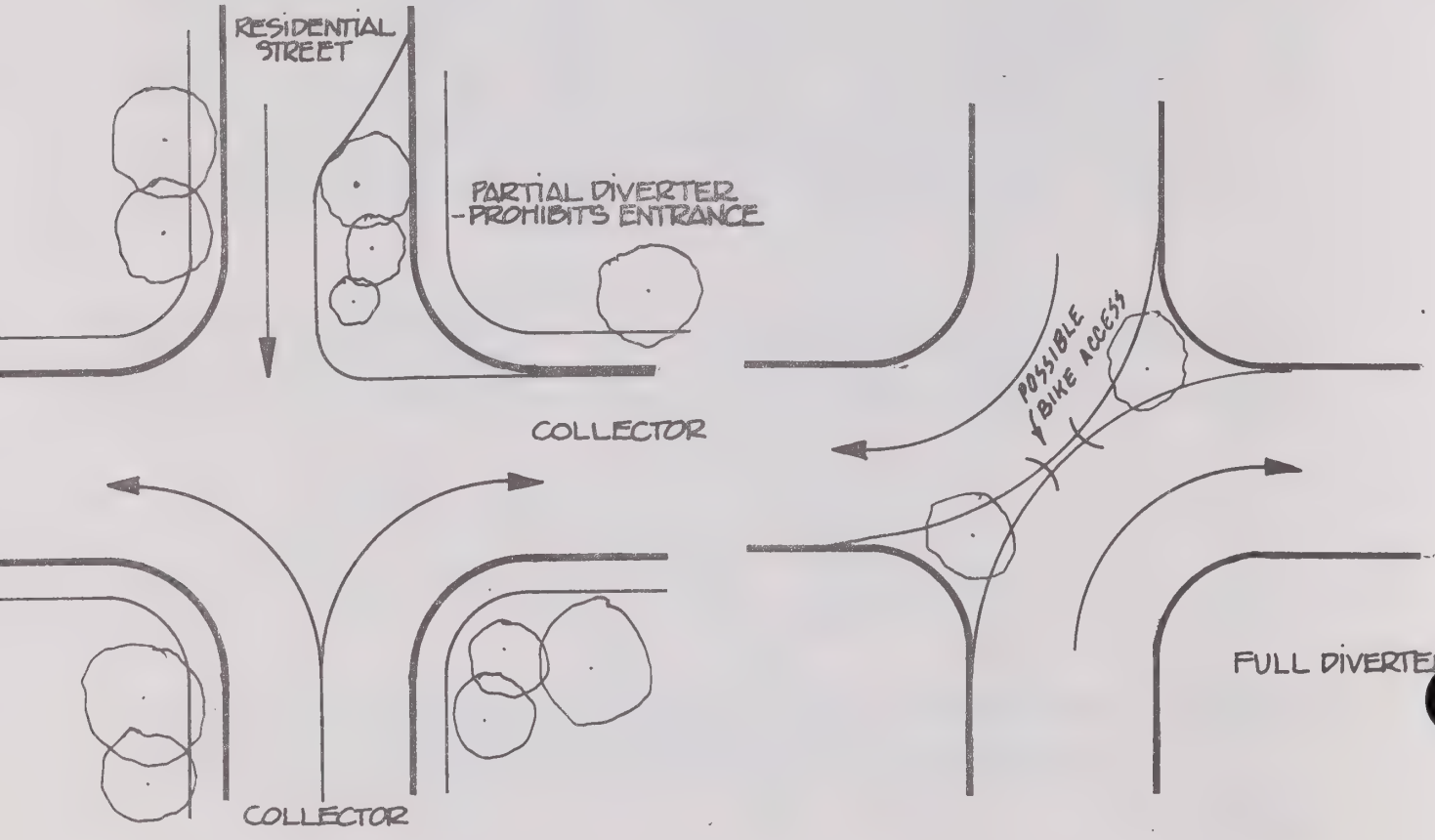


figure II-3

MAJOR RECOMMENDATIONS

Referring to Figure II-1, the following are principle areas of change over existing policy:

1. Church Street

Church Street now serves as a Major Collector, but would be changed in function to that of a Local Collector between Hope and Calderon; and to a neighborhood street east of Calderon. By virtue of its width and adjacent uses, it is clearly oriented to residential uses, but it currently carries substantial traffic between Castro Street and the Mountain View-Alviso freeway. Closure of Church and Centre at the freeway will shift this through traffic

to El Camino Real and Evelyn Avenue. This closure should not occur until both alternate streets are improved and a stop light is installed at Calderon and the El Camino. After improvements are completed on Calderon, it may be necessary to place a diverter on Church Street, west of Calderon Avenue. This diverter would prevent through traffic from using Church Street as a shortcut to the downtown area.

The existing curb-to-curb width of 32 feet between Castro and Calderon is adequate for a residential collector street. The roadway will require resurfacing and a street-tree planting along its length. Between Calderon Avenue and Mountain View-Alviso Freeway, improvements are needed primarily on the south side. These should be installed at a 34-foot standard commensurate with other Central City neighborhood streets.

2. Villa and Evelyn Loop

Villa and Evelyn will serve jointly to take Dana Street traffic east of Calderon and as a link to downtown and Bailey Avenue. Villa Street should be designated with the one lane west and two lanes east. Evelyn should have preferential two-lane design to the west and one lane to the east. The preferential two-lane design should help ease congestion at the intersections with Castro by providing more through time on the signals and freer turning movements. However, congestion will still remain a problem at peak hours. Widening Castro Street on the east side, between the railroad tracks and Evelyn will increase efficiency by providing an additional lane for right turns from Evelyn and to the Expressway.

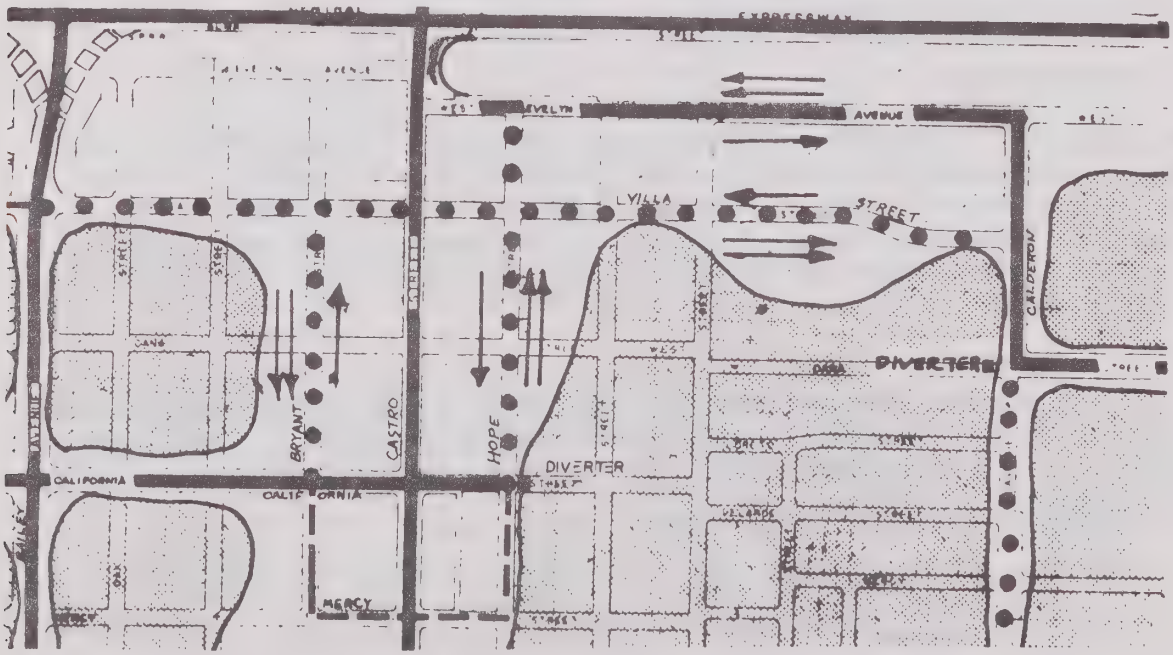


Fig. II-4

3. Villa Street - West of Bailey Avenue

This stretch of Villa, although principally residential, carries substantial amounts of through traffic. Residents have complained about speed

and noise. Devices should be studied to discourage through traffic; devices such as a street constrictor on Villa east of Bailey, a diverter near Mariposa and Villa, stop signs, etc.

4. Interloop

Hope, California, Bryant and Villa should function as a loop to provide access to parking and shopping. Hope Street could be designated for two moving lanes north, and one south to facilitate the connection from California to Villa. The opposite preferential direction could be provided on Bryant Avenue.

The preferential direction design can provide a free flow of traffic and easier access to commercial facilities without extensive redevelopment or street widening. The sketch on P. 3 indicates how the streets could be striped. A minimum loss of parking is involved.

5. Access To Central Expressway

Improved access between eastbound Central Expressway and Bailey Avenue south of Central Expressway is essential for effective use of Bailey Avenue. This long-range improvement will relieve some of the pressures on Castro Street and interior streets leading to Castro.

Additional means of access to Central Expressway from the Central City Area are unlikely since the railroad right-of-way precludes additional surface at grade connections with Central Expressway from Evelyn Avenue. A proposed extension of Calderon Avenue to Central Expressway by means of a ramp has been deleted from the General Plan. The costs for any other overpasses or ramping would be unacceptably high due to the need for bridging the railroad tracks.

6. El Camino Real

Improvement of El Camino Real may be the single most important and needed roadway improvement in the Central City Area. It will lead to a better, freer flow of traffic along El Camino, helping to relieve some of the pressure on Latham and Church Streets. Additionally, it should lead to upgrading of commercial uses along El Camino which in turn should enhance the total area.

Intersections with El Camino need to be designed to minimize use of residential streets for through traffic. Openings in the planned median should be provided for Escuela, Bailey, Castro, and Calderon only. Consideration might be given to mid-block median openings but not to additional openings at streets such as Mariposa or Bush.

7. Parking

The location and design of major parking lots to serve the downtown and transit can have a significant negative effect on adjacent residential areas. Care must be taken in selecting and designing parking sites in order to screen them visually from residential uses. Most important, parking lots should be located so that residential streets are not used for access. Currently, S.P. provides limited and relatively expensive parking north of Evelyn Avenue. However, over 50 percent of the S.P. riders park along Villa and View, mostly on unapproved lots owned by the Parking District or the City. Elimination of these spaces without new commuter parking will place pressure on use of residential streets for parking and may reduce the effectiveness of S.P. Station. New Parking District lots to serve the downtown must be located away from residential areas and should not replace or displace feasible transit parking facilities.

Similar parking problems are related to the intensive concentrations of commercial uses which may generate large parking demands in areas where limited off-street parking is available. The City or its agencies should pursue alternatives which would increase the availability of parking spaces in areas of intensive parking demand, including the 100, 200, and 400 blocks of Castro Street.

The following policies are recommended:

1. Major parking lots should be oriented away from residential uses and be designed to discourage use of residential streets.

2. S.P. should be encouraged to expand its parking facilities on S.P. land north of Evelyn Avenue. City parking ordinances should preclude use of city streets or parking lots for commuter use. The City should not grant further approvals on S.P. land which will preclude use of that land for needed parking.

3. Arterials and Collectors, not residential neighborhood streets, should be the primary means of access to major parking areas.

4. The City or its agencies like the Parking District should provide additional parking by means other than at-grade parking for future downtown and transit parking needs.

5. The City, or its agencies like the Parking District, should pursue alternatives, including forming a parking assessment district and acquiring land for a future parking lot, as needed to relieve the potential parking congestion within the 400 block of Castro Street.

8. Residential Street Standards

Residential streets serve an important function in the design and character of the Central City Area. Approximately 90 percent of the existing residential streets are below today's residential street standard of 60-foot

right-of-way width with a 40-foot curb-to-curb pavement width. The width of the street, in conjunction with the improvements along the street, street trees, light poles and buildings, help establish the character of the block. Velarde, with its 24-foot pavement width and large overhanging trees, has gained the reputation of being one of the most handsome residential streets in the City. On the other hand, a street like Eldora with the standard 40-foot width and small (or no) trees, although clearly residential in nature, does not reflect the character of the times when many of the adjacent homes were built. Implementation of today's standard on existing streets within the Central City Area will detract from the neighborhood, add substantially to the cost of improvements, remove or jeopardize many of the existing street trees, and may provide an incentive to greater amounts of through traffic at higher rates of speed.

Recommended design policies for construction and redevelopment of residential streets follow:

1. For substantially developed streets, the existing predominate right-of-way and geometrics of the original street shall be maintained.

2. For newly developed and reconstructed streets, geometrics include the following properties of the older standards:

    a. Planters for street trees and landscaping designed between the curb and sidewalk.

    b. Roadways limited to 32-36'.

    c. Pedestrian oriented electroliers (i.e., low level lights (approx. 20' high) instead of the current 30' high standard lights) should be used, except possibly at intersections.

    d. Street trees should be large scale and planted an average of 30' on center.

KA/s
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HOUSING

Policy Report Number III

HOUSING PROGRAMS

INTRODUCTION

The basis for the Central City Area Plan, as identified in the objectives, lies in the preservation, protection and enhancement of the residential neighborhoods. The previous reports, those dealing with Land Use and Circulation, support of this neighborhood improvement approach. The area description identifies the wide range of housing now available in the Central City with neighborhoods of single-family homes exceeding $100,000 in cost, areas devoted to single-family and multiple-family homes for moderate-income persons, and a substantial area devoted to housing for lower-income people as indicated by the income data available. None of this housing is directly government sponsored. (There are some dwelling units which receive housing allowance through the County housing authority; however, the number is relatively insignificant.) The Plan's objectives stipulate the desire to maintain this range.

The Land Use Report, #I, defines existing and proposed locations of different densities of housing all within the market control. It proposes means for identifying ways of enhancing these areas and overcoming certain conflicts in the existing uses where possible. This first background report also deals with the enumeration of the number of dwelling units, ownership and subdivision patterns now existing in the area.

The second report, Circulation, deals with other means that may help to protect the residential environment, through street improvements and protection of the neighborhoods from traffic. Street improvement standards also suggest means for improving the identity and the overall appearance of the area.

Many of the items suggested by the previous reports will tend to substantially improve the Central City Area. This, in combination with greater market demand, may increase the cost of housing in the area, making it more difficult for lower- and moderate-income households to locate, afford and enjoy the benefits of this central portion of the City.

This report on housing deals primarily with City policies and programs for preserving and enhancing the possibilities for low- and moderate-income families to continue to live and own property within this portion of the community. It is unlikely that these measures can offset all the changes likely to take place because of market pressures and rising prices. These programs deal with protecting the existing rental and ownership housing stock. It stresses means for rehabilitation and renovation of the existing stock, particularly for those of lower and moderate income, so they may maintain their housing within this neighborhood.

The proposed housing goals and policies discussed in this report are oriented primarily to direct City actions, not the "normal" market. The discussion of these programs are grouped into four categories:

1. Participation in assisted housing for low- and moderate-income persons.

2. Changes to the current Housing Conservation Program.

3. Downtown Revitalization District potentials.

4. Neighborhood conservation and historic preservation.

I. CITY PARTICIPATION IN ASSISTED HOUSING FOR LOW- AND MODERATE-INCOME PERSONS.

Financial support for housing, particularly for minority and low-income families can raise a wide variety of questions including the propriety of using public money to provide housing for a limited group of people, potential for disruption of existing neighborhoods, the financial ability of the City to support lower cost housing, etc. These are valid concerns. The case for housing support, however, is also valid, especially in the Central City. Large numbers of people who currently live and work in Mountain View do not have sufficient income to enable them to afford clean, safe and decent housing, housing of the type that City goals say should be available. A high percentage of those people in need within Mountain View live within the Central City Area because the cost of housing has traditionally been lower in this area. However, significant rises in cost have far outstripped incomes. Over the past five years, housing costs have increased by approximately 20 to 30 percent a year compared to 6 to 10 percent annual wage increases. Inflating housing costs and the recommended programs to improve the housing stock may lead to further increases in housing price and a wider gap between price and ability to pay.

There are several kinds, levels, and sources of financial aid available for housing. While the City cannot directly provide all the financing necessary to assist in the construction of lower cost housing or provide housing assistance to families, the City can participate in available federal and state programs. (Significant, direct financial involvement by the City may require referendum approval.) These programs provide assistance to residents of Mountain View, returning federal and state tax dollars to the jurisdiction.

The following activities can be pursued by the community, either directly or in conjunction with other levels of government.

A. City-owned Property--City-owned houses, purchased as the result of road widenings or advanced acquisition, can be retained in City ownership. These homes can be used for relocation of persons displaced by City actions. They may also be rented to qualified low- and moderate-income families at minimum market rates. This mechanism helps maintain City options for relocation and enables the City to derive an equitable income as well as capture the appreciation on these properties.

Vacant City-owned land of appropriate size and location, such as that along Dana and Calderon, may be devoted to housing moved from other sites. This housing could be retained for relocation purposes or consideration given to selling the property with its relocated structure to qualified low- and moderate-income families.

B. Larger City Sites--Larger vacant and underdeveloped sites identified in the land use and zoning analysis report provide the opportunity for construction of new, higher density housing through the use of state and federal housing assistance programs. "Land-banking," or holding property, will be necessary since assisted housing resources are currently scarce. Land will need to be held for several years prior to actual construction of housing. Appendix I indicates major parcels of vacant land in the Central City Area which could be purchased and set aside until housing opportunities improve. Resale of lands only to developers utilizing federal or state programs ensures the land will be used to meet City goals. If sold by the City at below-market rate, the land provides additional incentive to the developer and HUD to provide resources for lower cost housing. The major role of the City can be that of coordinator and facilitator, working with state or federal agencies, sponsors and developers to ensure a development acceptable to the community.

C. Below-Market Requirement--A certain percentage of units in larger projects could be required to be sold or rented at a specified below-market rate with a deed restriction. The City of Palo Alto has had a similar resolution in effect for three years and used it to achieve some moderate income housing opportunities. Under the program, a certain percentage of the units in any project having more than 20 units would be reserved as low- to moderate-cost units and the City negotiates with the developer for the rate and nature of the units. This technique could be particularly appropriate for the Central City Area where development could displace existing low or lower income households. The City could adopt a resolution, applicable to just

the Central City or on a broader basis, requiring a percentage of the units to be moderately priced. This policy could be implemented as an ordinance or by a policy statement directing staff to negotiate with developers to provide low- and moderate-income housing availability. This program shifts most of the implementation responsibility onto the private sector; a factor which may be viewed as either an advantage or disadvantage. Due process questions are also raised by the possibility of different requirements resulting from this negotiating process.

II. Housing Conservation Program

The current program consists of two parts: (A) BLIMP--the Block Improvement Program which is a voluntary program oriented to rehabilitation of primarily single-family homes; and (B) a housing code inspection program for multiple-family structures of four or more units.

A. BLIMP

The Block Improvement Program currently operates in approximately a 20-block area shown on Appendix I. Funds for low-interest loans, rehabilitation, inspection and estimating and a paint-up/fix-up grant program are alloted from the Community Development Block Grant Program. To these funds have been added the potential for low interest (3%) loans through the federal "312" program. Approximately 30 property owners, 10 percent of the units within the area, have received some aid during the past 18 months, ranging from yard clean-up, to painting, to major rehabilitation. In addition, major repair jobs have been initiated in the area that did not involve any city participation. These "spinoff" resident-initiated repairs and smaller improvement projects such as landscaping and painting, indicate an increasing degree of interest in improving the neighborhood. The program should further accelerate with the lower densities recommended by the plan and proposed street improvements.

While the program has been effective in improving the area, it has had little noticeable impact on absentee-owned properties or multiple-family units. Both major programs providing some financial assistance can be made available to absentee owners and could enhance the success of the program.

The Block Improvement Program is applicable within other parts of the Central City Area. Housing stock is generally old, averaging over 25 years,but in relatively sound condition. The residents of the area, especially those in the west and central sections generally have lower incomes than the City average and hence have less

ability to repair and maintain the properties. Relatively minor repairs to this housing now can ensure its continued livability. Public improvements, particularly of public streets, are a necessary part of the neighborhood rehabilitation.

Two additional areas are recommended for future BLIMP programs (see Appendix I). The first is bounded by Bailey Avenue, Villa Street, Franklin and California Street. The three residential blocks in this area contain a mixture of the single-family and multiple-family land use. Eighty percent of the lots are occupied by individual dwelling units, although only about 60 percent have only a single dwelling on the property. Slightly less than half of the single-family units are owner occupied. This low owner occupancy rate would normally suggest that BLIMP not be expanded to this area; however, recent improvements in the area indicates a stabilization of the area and private reinvestment. A second area, one with similar characteristics, lies along Ehrhorn Avenue. This area consists of wood-frame structures built circa 1920.

B. Multiple-Family Inspection Program

The second part of the conservation program, the multiple-family inspection, has also operated since September 1976. The Central City housing inspections were completed approximately six months ago. Only those buildings with four or more units were inspected.

Left out of the inspection, however, are some of the rental units with the greatest problems, namely, older, single-family, duplex and triplex buildings and lots with several small buildings. Often, the absentee owners lack property management skills; repairs and general property appearance upkeep are often lacking. These older structures are often relatively difficult to maintain. The problem directly affects the stability of predominantly single-family areas. This has an important effect in the Central City Area where over 40 percent of this housing stock is rental. Some program, like inspection of all rental units, will eventually Needed to ensure that this housing resource will be retained.

III. Revitalization District

The Downtown Revitalization District can have major impacts on the housing and livability within the Central City Area. The plans for the District should promote housing construction within the commercial area by changing the commercial zone to allow some form of residential use above commercial use for parking structures. This change in the Zoning Ordinance is also called for by the Revitalization Area Plan recently adopted by the City Council. This form of development would offer additional opportunities for people to live near shopping places

and transit. It would also increase the nighttime population of the downtown, a factor which in other areas has decreased crime and increased trade. In contrast, housing already existing within the commercial area, particularly at the fringes, could be lost through demolition if current regulations are not changed to permit residential uses.

A second effect of the District could come from the expansion of the District. If the boundaries of the District were expanded to cover a larger area which would be primarily residential, the expansion could provide additional money and power for housing rehabilitation and residential services, such as parks. The District powers would also allow assembly of land for new higher density development, if desired. On the other hand, expansion of commercial uses and services, such as parking, without respecting the adjoining neighborhoods could decrease the livability and desirability of these areas by introducing excessive traffic and commercial activity. Therefore, expansion of the commercial area should be avoided.

Finally, the District can, through its effect on enhancement of the physical environment and provision of neighborhood services, provide shopping and services appropriate for surrounding residential uses.

IV. Historic Preservation

Much of the housing stock within the Central City Area was built prior to 1930, some as early as the late 1800's. The Santa Clara County Heritage Resource Inventory lists seven homes in the Central City as significant historic properties. A preliminary list (Appendix II) of additional buildings which should be considered for historic conservation is attached. A thorough survey of the area may add numerous other properties qualifying as buildings of historic significance due to their age, architectural merit, or effect upon the neighborhood's character. Many of these buildings may be lost unless the City takes positive action to preserve them, losing both the housing resource and a touch with the past of the City.

The nature of historic preservation or conservation has changed in the past several years. Whereas only large monuments to the past were once considered worth saving, a more concerted effort at conserving districts of perhaps more modest early architecture and buildings, is now being pursued. This approach is appropriate to Mountain View. Programs at the state and federal level are emerging to support the renovation, restoration and preservation of such areas.

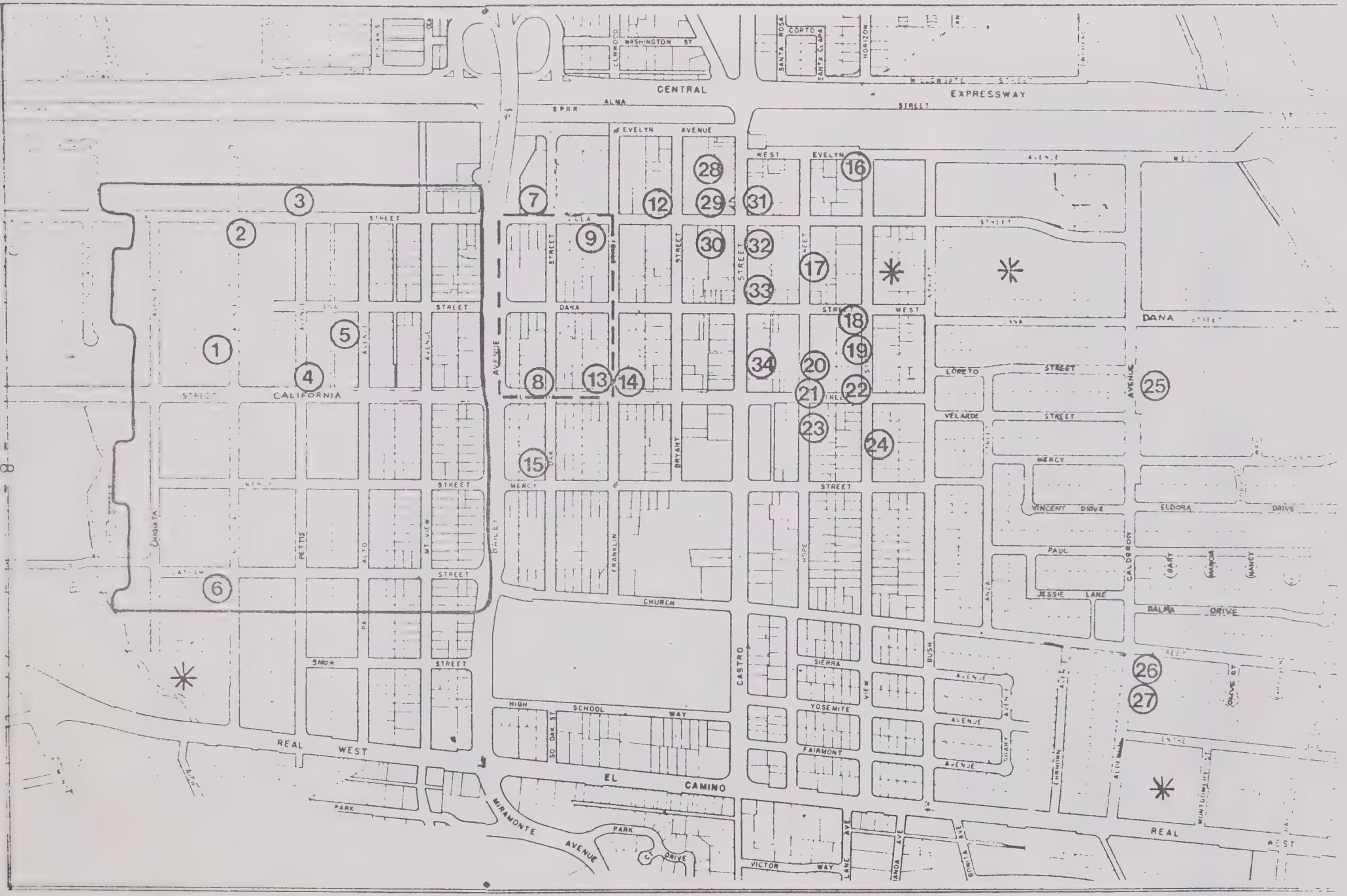
Several new techniques have been developed by other communities for historic preservation and neighborhood conservation which could work well for the Central City Area.

A. Conservation Districts--The first of these techniques is the designation of conservation districts and establishment of overlay zones which would foster: (1) an identification of the area as a significant part of the City's past; (2) the receipt loan and tax incentives for property owners from emerging state and federal programs, (3) the review of potential demolition or modification of the buildings. In order to reasonably establish such districts, a thorough inventory of the neighborhoods is necessary. The results of the 701 historical resources inventory program should produce the needed background.

B. Demolition Permits--A second recommended item is modification of the demolition permit procedures. At the present time, no specific city reviews of buildings are made prior to demolition. It is recommended that the ordinance be amended to require a review of any building proposed for demolition. The building would have to be reviewed for its historic significance before it could be demolished.

C. Relocation--The relocation of significant buildings to other properties is often necessary. Because of the time involved and the complexity of finding sites and obtaining approvals, buildings are frequently lost. Reserving currently vacant City-owned properties for sale to people wanting to preserve historic houses would be one way of encouraging their preservation. The City could go one step further by actually purchasing moving houses when houses were threatened by development. This would eliminate the problem of timing and the City could resell the land and home reimbursing the revolving fund used to purchase these houses.

D. Public Recognition--Finally, perhaps the most significant contribution to preservation is identification and acknowledgement of the resources found in the Central City Area. As property owners gain a realization of the value of these historical properties, improvements and renovation will follow. The published inventory of structures and buildings and recognition through events such as the Mayor's award program can be effective in this area.



HOUSING REFERENCE MAP APPENDIX I

EXISTING BLIMP AREA

POTENTIAL BLIMP AREA

(1) HISTORIC HOMES

POTENTIAL LANDBANK SITES

*1. 336 Mariposa Avenue - built 1908 (Camp House).
2. 201 Mariposa Avenue - built 1904 (Klein House).
*3. 1450 Villa Street - built 1904 (Pacific Press Boarding House).
4. 1490 California Street - built circa 1905 (Robert Rowe House).
*5. 340 Palo Alto Avenue - built 1914 (Hall House).
6. 604 Pettis Street - built circa 1910 (Alma White Peterson House).
7. 1114 Villa Street - built 1897 (Judge B. E. Burns House).
8. 1106 California Street - built circa 1910 (Dr. Deckman House).
*9. 1025 and 1043 Villa Street - built circa 1905.
12. 902 Villa Street - built circa 1905 (Pearson House).
13. 394 Franklin Street - built circa 1905 (Campbell House).
14. 990 California Street - built 1905 (Hitchcock House).
15. 474 Oak Street - built circa 1905 (Arthur J. Snyder House).
16. 110 View Street - built circa 1920 (Daniel O'Connell House).
17. 259 Hope Street - built circa 1920 (L. C. Pagani House).
*18. 322 View Street - built 1910 (McPheeters House).
*19. 344 View Street - built 1908 (Swall House).
20. 375 Hope Street - built 1904 (Wright House).
21. 696 California Street - built 1905 (McDonald House).
*22. 392 View Street - built 1904 (W.H. Bates House) (tank house and barn at 620 and 652 California Street are also original structures).
*23. 425 Hope Street - built circa 1910 (Arthur Palmer House).
24. 435 Hope Street - built circa 1890.
25. 445 Calderon Avenue - built circa 1884 (Baketich House, formerly Abbot House).
26. 711 Calderon Avenue - built circa 1905 (Willie Garliepp House).
27. 725 Calderon Avenue - built circa 1910 (E. T. Johnson House).
28. 126 Castro Street - built circa 1870 (Welheimer General Store).
29. 194 Castro Street - built circa 1910 (Julian & O'Dell General Merchandise Store).
30. 206 Castro Street - built circa 1920 (First National Bank).
31. 191 Castro Street - built circa 1890 (Parkinson Hardware).
32. 201 Castro Street - built circa 1905 (Farmers & Merchants Bank).
33. 235 Castro Street - built circa 1915 (California Bakery).
34. 329 Castro Street - built circa 1920 (Register Leader Office).

*Properties listed in the "Santa Clara County Heritage Resource Inventory" dated October 1975, published by the County Board of Supervisors.

Refer to the Now and Then book for additional historic houses.



PUBLIC FACILITIES

Policy Report Number IV

PUBLIC FACILITIES AND SERVICES

I. INTRODUCTION

The Central City Area, being both the center of the City and the oldest portion of the City contains a sizeable number of public facilities. These include two elementary schools, a high school, a civic center, police and fire facilities, and parks. All of the existing facilities are noted on Map IV-1. The adequacy, the condition, and the services provided as part of these public facilities contribute significantly to the image and livability of the Central City Area.

This report is closely linked with the others dealing with land use, circulation, and housing, and an effort is made to avoid redundant discussion of issues, objectives, and policies. The land use section deals largely with the general areas of land use and, in conjunction with the Circulation Element, discussed at some length the provisions for some of the public facilities, particularly parking. These same reports also provide a basis for policy on the effects of access and circulation on some of the public facilities.

The main intent of this report is to amplify areas where improvements or adoption of strong policy can help to reinforce the objectives set forth within the basic plan.

Civic Center Facilities

The present Civic Center consists generally of the area bounded by Castro, Mercy, Church, and Franklin Streets. This block houses the City Hall and Library in addition to Pioneer Park. Underlying deed restrictions prohibit the use of much of the block for any structures since it once was a cemetary. Additional buildings on the block consists of two single-family homes, a dental office, the Chamber of Commerce building, Wells Fargo Bank, and the Masonic Temple.

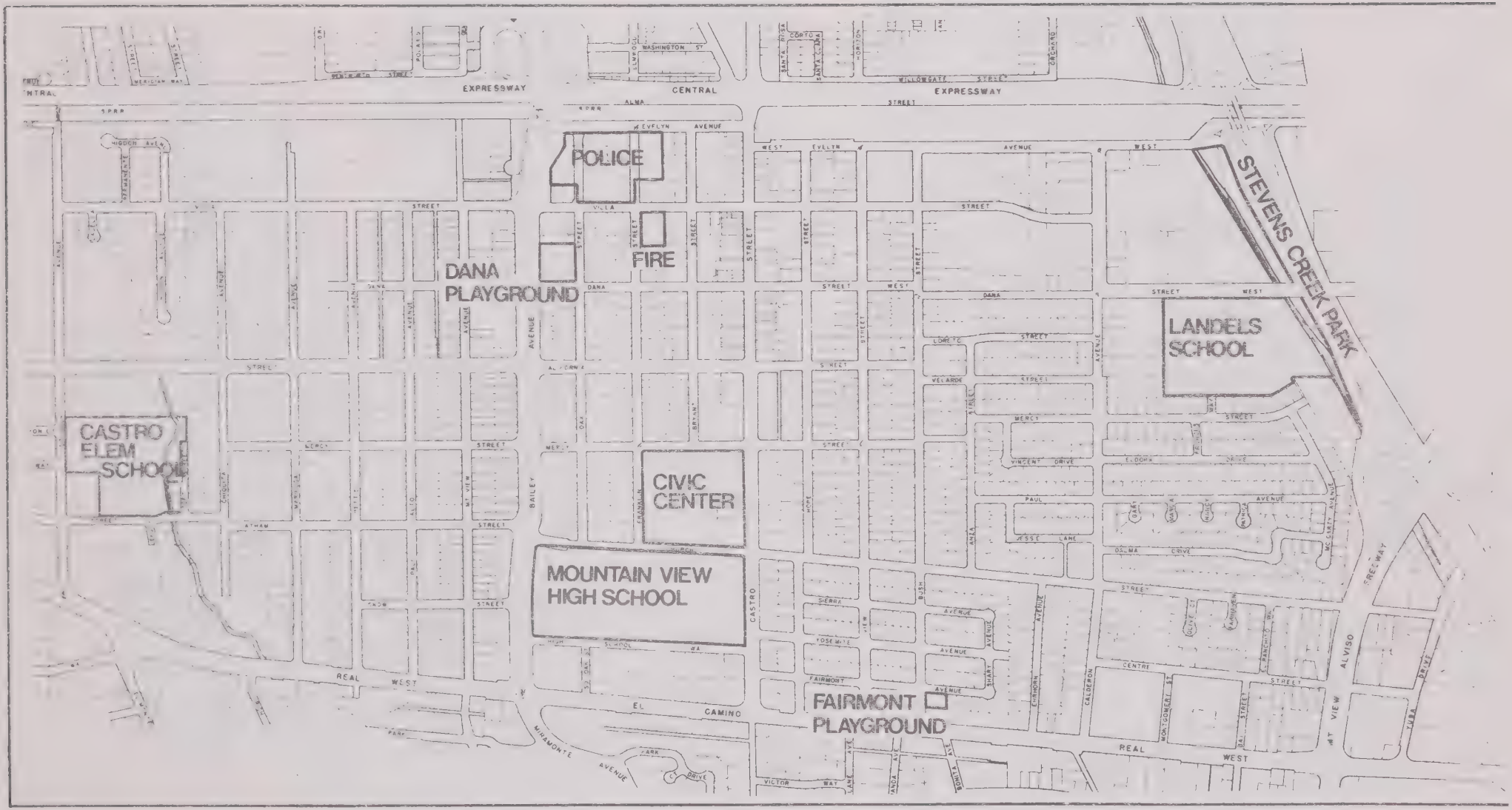
Past plans, now included within the General Plan, called for extension of the Civic Center over to Bailey Avenue, eliminating many of the homes between Franklin and Bailey Avenue. With the consideration and approval of the new police station site at Villa and Franklin, the need for further expansion of the Civic Center was questioned although no specific resolution was arrived at. The following suggested policies are intended to provide a basis for future actions for the area around City Hall and are based in part upon discussions held in June of 1976, during a joint meeting of the Planning Commission and City Council.

Policies for the Civic Center

1. The Civic Center shall include the present block bounded by Church, Franklin, Mercy, and Castro Streets.

2. The potential exists for the closing of Church Street and Mercy Street in order to further expand the Civic Center site and integrate it with adjacent uses.

3. The Masonic Temple may remain in use at its present location.



PUBLIC FACILITIES

MAP IV

4. As expansion is needed for the City Hall and Library, consideration should be given to the purchase and utilization of the dental building, and Wells Fargo Bank. Purchase of the two homes fronting Mercy Street should proceed as the land becomes available.

5. As a general policy, the Civic Center shall be designed as a basic service for the community to include primarily the administrative offices and Library.

6. It is estimated that a City Hall of approximately 33,000 square feet (now 25,000 square feet) and a Library of 45,000 square feet (now 31,200 square feet) will be needed by approximately 1995. Utilization of office space in immediately adjoining buildings, such as the IED Building, should be considered for administrative office expansions.

7. Parking for the Civic Center needs to be expanded to meet 1995 demand for approximately 125 spaces. This parking can be provided through a combination of the following means:

   A. Purchase of additional properties within the block and expansion of existing parking facilities;

   B. Coordination of employee parking off-site with possible expansion of parking for adjoining commercial uses; and

   C. Use of available nearby parking such as at the church across Castro Street on a lease basis.

The result of the above policies should provide a basis for logical expansion and improvement of the Civic Center in the foreseeable future. It also provides a means for protection of the existing homes north of Franklin. It will be necessary to amend the General Plan in order to accommodate these policies.

II. PUBLIC PARKS

The Central City Area presently contains five public parks, as detailed below:

1. Landells School Park - This park consists of approximately 15 acres of land owned by the City and the Mountain View Elementary School District. Facilities from both the City and school district are combined to provide tot lots, hard-surfaced play areas, a baseball diamond, and open areas adjacent to Stevens Creek. A final phase of Landells Park improvements is yet to be completed which will provide additional landscaping and completion of the area closest to Stevens Creek.

2. Fairmont Park - Fairmont Park is a small tot lot located at Fairmont and Bush Streets and provides effective neighborhood open space and some limited facilities particularly for the young children in the immediate neighborhood.

3. Pioneer Park - Pioneer Park is a major open space utilized as part of the Civic Center complex. It is totally devoted to passive activities and visual open space.

4. Dana Park - Dana Street Park contains the new Police Athletic League building and hard-surfaced play areas in addition to a tot lot. Enhancement of this park is to be completed within the 1977-78 fiscal year. It is suggested here that the Dana Street Park be extended to tie in with the new police station facility located on Villa (see attached map). This expansion would provide a visual connection from the existing playground to the new police facility and also provide an active recreation area currently lacking in the central section of this part of the City. The expansion of the Dana Street playground is seen as a long-term objective, not one in which the City may wish to proceed immediately.

   The combination of the number of units displaced, relocation costs, etc., raise serious questions about the priority which should be established for this park expansion. If a new headquarters fire station is needed in this area, this park expansion could be combined with that project to provide a unifying landscape theme around both the fire and police stations.

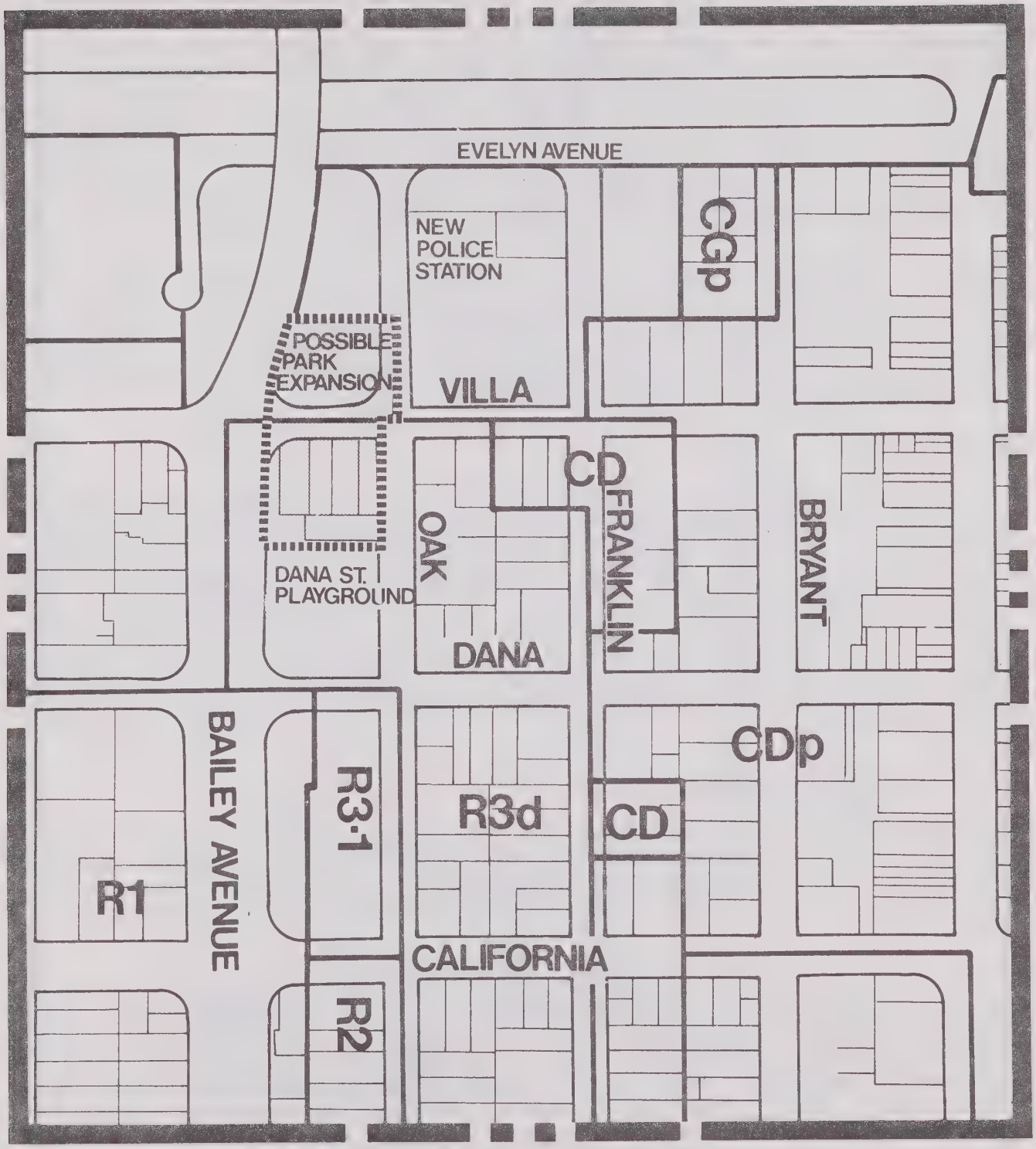
5. Castro School - No formal establishment of a school/park arrangement has yet been made at Castro School. Some need for improvement of neighborhood play facilities in the area is evident. It is recommended here that there be improvements to create a linkage between Castro School, California Street, and Toft Avenue as delineated in the following which is extracted from page 8 of the Land Use Report.

   The rear of the Castro School property abuts an unimproved portion of Toft Avenue and a section of the Permanente Creek right-of-way. The combination of the unimproved city street, poorly maintained Water District right-of-way, and School-District lands creates a barren, unkempt looking area. Despite its appearance, students use the path from California Street to Castro School. Completion of Toft Avenue, minimum paving and landscaping along Water District right-of-way, and extension of the School District playground, would provide an attractive means of access to the school. Records indicate the problem dates back at least to 1946--suggesting a concerted effort will be needed to coordinate the three agencies and private interests.

6. Mountain View High School - The City has recently agreed to cooperate with the School District to provide a swimming pool facility. Continued efforts to expand access to the recreational facilities at the school would benefit the entire Central City Area.

Public Open Space Areas and Landscaping

A large share of the public image is reflected in the design and care given to publicly owned parcels of land. Numerous small fragments of land resulting from acquisition for street widening or street improvements, such as that found along California Street and Bailey Avenue, are part of this ownership.


EVELYN AVENUE
NEW POLICE STATION
CGp
POSSIBLE PARK EXPANSION
VILLA
DANA ST. PLAYGROUND
OAK
CD
FRANKLIN
BRYANT
DANA
BAILEY AVENUE
R3-1
R3d
CDp
CD
R1
CALIFORNIA
R2

MAP IV-2

Public Open Space Areas and Landscaping

A large share of the public image is reflected in the design and care given to publicly owned parcels of land. Numerous small fragments of land resulting from acquisition for street widening or street improvements, such as that found along California Street and Bailey Avenue, are part of this ownership. In conjunction with the Block Improvement Program, several small parcels were landscaped, enhancing that small portion of California Street. Additionally, extensive landscaping treatment was provided for the major streets of California and Bailey and it is expected that similar treatments will also be given to Calderon Avenue and El Camino designs. (The cost of the Bailey Avenue landscaping was approximately 14 percent of the total project cost.)

Several remnants still remain, however, which are vacant and unlandscaped. Report #I, the Land Use Plan, specifically recommended utilization of some of the property along Bailey Avenue for expansion of planting and provision of groves of low maintenance plants such as redwood trees, pines, etc. These can all act to reinforce and identify the public commitment to the enhancement of the Central City Area.

Parking Lots

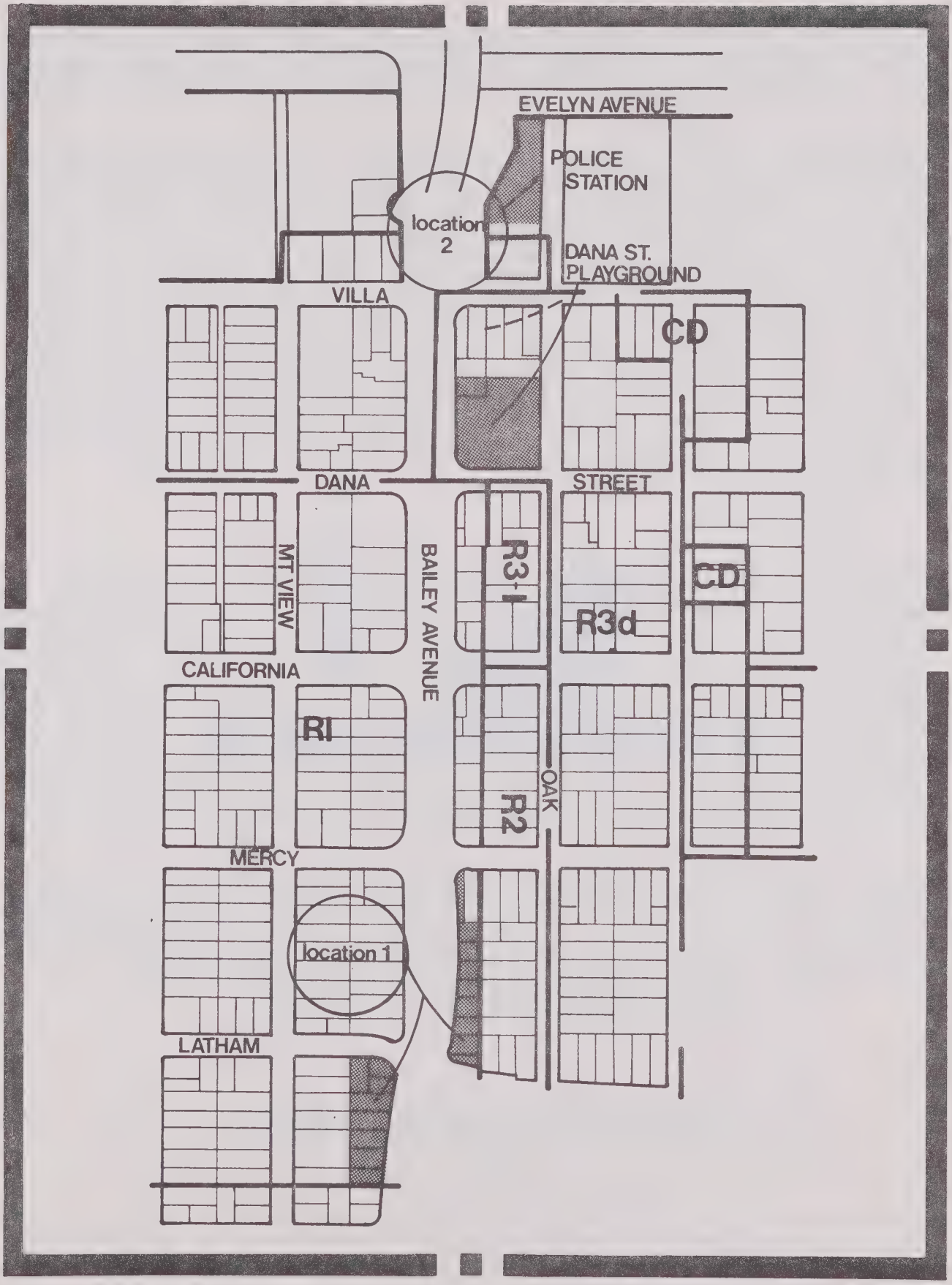
Public parking lots are also major public facilities. Revitalization efforts to enhance not only Castro Street but the adjoining public parking facilities are essential to producing a positive and reinforcing image for the Central Area. In conjunction with this, the area presently owned by the Southern Pacific Railroad, the parking and station itself, is totally devoid of landscaping or other amenities. Recognizing the difficulty of requiring Southern Pacific to participate in or at least cooperate in the improvements of the parking facilities, a long-term goal of the Revitalization District should be to actively pursue the improvement of this parking area, perhaps through the Revitalization property owner agreements.

III. POLICE AND FIRE FACILITY

The development of a major, modern police facility at Franklin and Villa will be a reality within the next year. It will replace presently outdated facilities and provide a distinctly-styled headquarters for police and fire administration, as well as a source of identification for the entire Central City Area.

A new fire engine station to replace the existing older building is also needed. Several alternatives are available along the Bailey Avenue corridor which can provide immediate access to the community, particularly the high-density residential uses along California Street. The attached map indicates two basic alternative locations. One is at the corner of Latham and Bailey Avenues, a signalized intersection and one in which at both the northwest and southeast corners sizeable amounts of publicly-owned land are already available. These locations, as in all locations in the Central City Area, are in relatively close proximity to residential uses and design of any fire facilities would have to not only accommodate operational needs, but be particularly attentive to compatibility with adjoining residential uses.

A second alternative may be the area proposed for possible extension of Dana Park on the east side of Bailey Avenue on either side of Villa Street. The


EVELYN AVENUE
POLICE STATION
location 2
DANA ST. PLAYGROUND
VILLA
CD
DANA
STREET
MT VIEW
BAILEY AVENUE
R3-1
R3d
CD
CALIFORNIA
RI
OAK
R2
MERCY
location 1
LATHAM

MAP IV-3

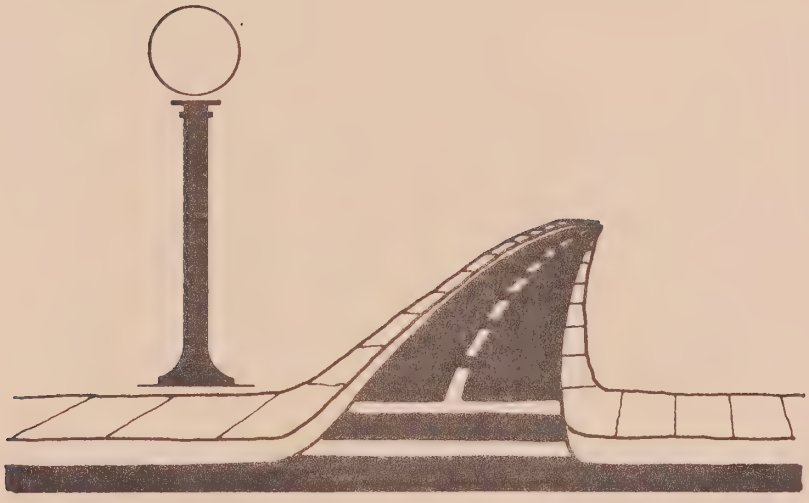
existence of numerous occupied housing units, may significantly increase the cost of acquisition for this use. The master plan for the new police station has included preliminary siting for a fire station at the northwest corner of Villa and Oak Streets.

The new police and fire administrative building at the northwest corner of Villa and Franklin provides an opportunity for the City to consider alternative public uses for the existing building at the southeast corner of Villa and Franklin. Although unsatisfactory for police administrative uses, the nature of the building is such that it could (with some upgrading) serve as a center for cultural facilities and public service facilities which serve the entire City as well as the Central City Area. Its proximity to the other public buildings, as well as the Revitalization District, may make this location ideal for an art gallery, offices for public service agencies, etc. Retention of this building can also provide a means for temporary location of some City Hall administrative functions that could be needed for special programs related to City functions, the Library, Parks and Recreation, as well as nonpublic functions like the Chamber of Commerce. The options should be explored in detail to determine the various costs and benefits they may have.

IV. PUBLIC SERVICES

The results of the citizen surveys conducted early in the Central City Area Study process noted several concerns about the quality of public services. City appearance (in the form of litter, poor trash collection, poor street maintenance, etc.) was a high priority among the citizens. The most prevalent suggestion made by citizens was that the City sponsor additional free or unlimited volume pick-up days throughout the year. Also part of the issue deals with street sweeping and controlling litter in the public areas. The major problem with respect to street sweeping is being able to adequately care for unimproved streets. As streets are resurfaced and brought to City standards, street sweeping as a problem should diminish significantly. Enforcement of on-street parking, regulations, particularly where a mixture of high and low densities is prevalent as it is in much of the Central City Area can also aid in ensuring adequately clean streets.

A second major item of concern on the part of citizens was animals and animal control, the most common complaint being animals running loose causing problems of safety, litter, and noise. This is not a direct city function, but has been contracted out to the County. The City should monitor the company's animal control service to ensure the quality of animal control in the area.



CITY STREETS

Policy Report Number V

STREETS

TABLE OF CONTENTS

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NOTE: This report was used as a basis for staff and Council reivew of the City-wide streets policy. It is forwarded to the Environmental Planning Commission as information. New city policy for improvement of streets will be forthcoming. Council does not want to substantially modify existing assessment district practices but has tenatively agreed upon:

1. Street standards for right-of-way, width and cross section design may be tailored to the neighborhood and the older standard for streets in the Central City can be used for new construction in that area.

2. The City will more actively pursue formation of assessment districts in residential areas.

3. Federal funds such as CDBG may be used to supplement construction costs.

IMPROVEMENT OF RESIDENTIAL STREETS

I. INTRODUCTION

In the Central City Area of Mountain View, there are numerous streets in need of substantial, if not total, reconstruction. However, the problem is complex. It revolves around three basic issues: 1) street condition; 2) street width and design; and 3) economic considerations of repair and/or reconstruction. This paper will explore and discuss these three issues in detail with the hope that such a discussion will aid those searching for solutions to this problem. While the streets in the Central City Area (Central Expressway to El Camino Real - Route 237 to Escuela Avenue) will be stressed in this report, the issues discussed may be applicable to other residential streets in developed areas of Mountain View.

II. STREET CONDITION

In a mail-back survey distributed by the Planning Department to citizens in the Central City Area, "street condition" was identified as a major concern. "Traffic" was the response given the greatest number of times, 191 times (17.8%). One hundred and seventy eight (16.6%) responses were concerned with street conditions. Streets specifically mentioned in response to this question were (in order of importance) Calderon, Chiquita, Mariposa, Higdon, Church, Hope, El Camino Real, Oak and Latham. Citizens are obviously concerned about the condition of many streets in the Central City Area. Whether or not the same concerned citizens are ready (or able) to pay for improvements on the streets is another question which will be discussed below in the Economic Considerations section. Deteriorated, neglected streets, however, clearly and seriously detract from a quality neighborhood and affects its desirability. In a visual survey of the Central City conducted by Planning Department staff, streets were monitored and classified as follows:

Excellent - newly paved, no patches, good repair
Good - few patches, good repair
Poor - cracked, potholes, uneven grading

The streets identified as being in poor condition are Higdon, Toft, Chiquita, Mariposa, Palo Alto (above California), Mountain View (above California), Latham (Escuela to Chiquita), Mercy (Chiquita to Pettis), Calderon (Dana to El Camino Real), Bay, Yuba (Central section), Church (Anza to Olive Court), and Centre (see attached maps and street improvements matrix, Appendix A). Although this identification does not entail in-depth inspection, it seems to be the latest systematic monitoring of the streets in the Central City. In the 1960 report entitled, "Summary of Road and Street Deficiencies," all but four streets in the Central City were reported to be "structurally deficient (includes pavement too light for volume and character of traffic; base inadequate; poor drainage)." Some streets or portions of streets have since been improved. These are Escuela, Villa, Hope, Dana, California, Calderon, and Castro. Although this report is 15 years old, it indicates the scale of the problems, at that time and still existing, and the importance of devising policies which will effectively deal with the problem.

III. STREET DESIGN - WIDTH AND PURPOSE

In the visual survey, information was collected on a blockface basis, a blockface being both sides of the street for a single block (bounded by two intersecting streets). Of the 277 blockfaces surveyed, 184 (66%) had a curb-to-curb width of 32 feet; another 16% or 34 feet or 36 feet curb-to-curb, and the remaining 14% are either less than 24 feet (3%), 24 feet (8%), or 30 feet (3%) curb-to-curb.

Should this majority of streets, when reconstructed, be widened to 40 feet curb-to-curb? The answer to this question partially depends upon the degree of use envisioned for these streets. At present, the majority of the Central City residential area, although often zoned for higher density, is in low density use. It is anticipated that much of the land presently zoned R2 and R3 will be rezoned to lower densities, thus stabilizing the existing density. The answer to the above question also revolves around the need for and utility of 40-foot wide curb-to-curb residential streets.

The main benefits of a 40-foot wide street are that it provides the capacity for increased traffic and increased ease of traffic movement. Such pavement width allows 8-foot parking lanes and 12-foot travel lanes, which is the typical lane width of expressways and highways. Provision of such lane widths on residential streets enables a higher "level of service" than lesser lane widths; that is to say, streets with wider lanes enable faster and more free-flowing traffic movement because of increased between-vehicle clearances, driver ease, increased capacity, and removal of barriers to traffic, both physical and psychological. (It should be mentioned that 69.2% of the "traffic" write-in responses were concerned with speeding.) The width also enables easy maneuvering of large vehicles including emergency vehicles, fire trucks, garbage trucks and moving vans.

Although a wide street provides quicker access for those people living on the street, it also provides quick access to other streets, and thus, increases through traffic. Such through traffic has many negative impacts as noted:

1. "Heavy traffic activity is associated with more apartment renters and less owner/occupants and families with children.

2. Heavy traffic is associated with much less social interaction and street activity. Conversely, a street with little traffic, and many families, promotes a rich social climate and a strong sense of community.

3. Heavy traffic is associated with the withdrawal from the physical environment; conversely, residents of the street with low traffic show an acute, critical, and appreciative awareness of and care for the physical environment.

To counter these problems, it is recommended that a plan for protected residential areas should be put into effect. Such a plan is intended to prevent or discourage heavy, fast, and through traffic from using residential streets, and to put such traffic on arterial streets.

The speed and volume of traffic on streets should be limited by all practical means; including making streets discontinuous to divert traffic from a straight path, narrowing streets and intersections, creating the appearance of narrowness through landscaping and other improvements, and prohibiting access from arterial streets by signs and barriers. Such signs and barriers should be so designed that they will not limit the access of vehicles for police and fire protection and other emergency purposes in the protected areas. The total effect of changes in residential streets should be to give the dominant position to residential qualities and pedestrians rather than vehicles.

Traffic Diverters

San Francisco has designed and installed improvements in neighborhoods where there had been active public support of the neighborhood protection plans. However, the improvements received opposition when actual construction began. The public controversy and subsequent change in several of the planned roadway improvements in San Francisco documents the difficulty of making changes after the fact. In making changes to discourage through traffic, some inconvenience is also brought to the immediate neighborhood.

The City of Berkeley also implemented a system of diverters city-wide. Although initially controversial, they have, according to a year-end engineering report, been successful in improving the residential character of several neighborhoods.

Both of these communities attempted broad, neighborhoodwide diverter systems, partially accounting for the opposition which emerged. Most other communities, including Palo Alto, Sunnyvale, and Santa Cruz, have effectively used diverters in limited numbers with significant public support. A cautious, well-publicized approach is recommended.

Wide streets encourage or facilitate increased traffic and its attendant noise, vibration, fumes, dust, etc., and such traffic does not serve to enhance the living environment of the street. It follows that streets in residential areas should be only as wide as is functionally necessary. Collector streets are obviously necessary in some residential areas, and they will affect the immediate living environment. However, it does not follow that all residential streets need be wide enough to allow the same capacity or level of service as do collector streets. Recent engineering and planning literature supports widths commensurate with the prevailing 32 foot wide standard of most streets in the Central City Area. The major reasons for minimizing the width of streets are summarized below:

1. To minimize speed and through traffic in residential areas, thereby improving the quality of the living environment.

2. To conserve natural resources and energy necessary to construct and cumulatively maintain extensive miles of streets in this country.

3. To conserve on construction and continuing maintenance costs to the public.

Perhaps the most immediate reasons for a revised standard for the Central City Area are related to the character of the area. The area is already built but streets will need to be reconstructed, therefore, having a direct effect on the neighborhoods. If the old, established areas are developed with a 60-foot right-of-way, 40-foot curb-to-curb, monolithic curb gutter and sidewalk, the following is likely to happen:

1. The "old town" character of the neighborhoods will be lost, a random disjointed mixture of old and new streets will develop.

2. Additional right-of-way will be needed.

3. Existing mature trees will need to be removed or special accommodations made to save them.

4. The cost for improvement will increase and greater opposition to improvements will emerge.

To summarize, residential streets in the Central City Area: (1) need not be 40 feet curb-to-curb to carry traffic; (2) should be designed compatibly with existing developments and public improvements; (3) should respect natural resource, energy and economic conservation needs; and (4) should be designed to discourage through traffic. The following discussion deals with design and costs in greater detail.

IV. ECONOMIC AND DESIGN CONSIDERATIONS

It is an adopted City goal that the City should allocate its transportation resources in ways which will discourage the present level of dependence on the automobile. A conservative approach to expenditures for public improvements is a necessity. The following discussion deals primarily with the cost of street construction in the Central City Area.

1. Right-of-Way: Once it has been determined that a street needs reconstruction, the various cost aspects of the problem come into play. One of these is right-of-way acquisition. It is impossible to put a general cost on right-of-way because there are too many individual situations which cause price variation. However, it can be said that smaller, improved parcels involve greater right-of-way costs (per unit of land) than do larger, unimproved parcels. Additionally, the process of acquiring right-of-way from small, improved parcels is much more time-consuming than it is for large, unimproved parcels. Regardless of size, purchase of right-of-way involves the following for each parcel - 1. Record search, 2. Individual appraisal, 3. Negotiation and purchase, 4. Contingency for litigation.

   As most parcels in the Central City Area are small and improved, right-of-way acquisition could prove to be most expensive and time-consuming. Initial right-of-way acquisition costs make wide residential streets economically unattractive.

2. Street Trees: Many Central City streets are lined with medium and large size trees. The trees are often closely spaced, 25 to

30 feet apart compared to the 40- to 60-foot standard now used. Additionally, these trees are generally of large growing species and are old enough to provide an attractive landscape canopy over the streets. If these streets are widened to 40 feet curb-to-curb, the costs, both economic and social, of tearing out and replacing these trees are hard to measure. Replacement costs for trees, even small ones, will run $50 to $100 per tree.

The social cost of losing the existing trees is hard to determine, but most people agree that the replacement of mature trees with "new" ones is less than satisfactory for the following reasons: (1) "new" trees are often poorer in aesthetic quality and size; (2) the qualities afforded to a street by its trees (shade, beauty, interest) are lost for a long period of time while new trees grow to maturity; sometimes such qualities are lost forever; (3) new trees are at a disadvantage because, as the street width is greater, it takes more and larger trees to obtain the same character as was present with the original trees and street width (existing official street trees are generally small and slow growing varieties). The street improvement matrix (Appendix A) lists the streets where trees are needed. The present (1967) street tree list should be amended to provide larger trees and the ability to match existing street tree types in the area should be allowed.

3. Sidewalks: Existing sidewalks in the Central City pose another replacement cost. The Central City Area has relatively few blocks with sidewalks in poor condition. Those sidewalks in poor condition very likely could be repaired at a cost substantially less than that of total replacement. However, total replacement of curbs, gutters and sidewalks will be necessary if these streets are widened to 40 feet. Using an example of Mariposa Avenue, new curbs and gutters will cost approximately $4.00 per linear foot (total $7,200 for 1,800 linear feet), and new sidwalks cost $1.30 per linear foot (total $9,100 for 7,000 linear feet). These are substantial sums of money and the necessity of such expenditures should be seriously questioned. There are some streets, however, with no curbs, gutters or sidewalks at present and substantial money should be spent to provide these facilities.

   Placement of sidewalks on new streets is traditionally at the curb line. Older street standards have a planter strip between the curb and sidewalk. Although this planter strip often suffers from lack of maintenance, it contributes substantially to the streetscape and provides a more pleasant pedestrian area on the street. It separates pedestrians from street traffic and the intrusion of driveway cuts along the sidewalk; street trees more effectively shade and canopy the street; street signs and poles can be placed out of the sidewalk area. The planter strip should be maintained for all new streets in the Central City Area, helping to maintain the established character and streetscape of this older section of the community.

4. Street Lights: Street lights are a significant component of standard streets. They are designed to provide a relatively even

level of illumination to the roadway and for monolithic sidewalks, to the sidewalk. Minimal spacing is 240 feet, and at approximately $2,000 each, will add approximately $4.50 per foot of frontage to the cost of the street. Residents have indicated mixed reaction to street lights--most favoring it for pedestrian safety. Many improved streets lack any street lights, others have safety lighting at the intersection and some have pedestrian lights on lower standards.

Street lights are increasingly expensive to operate due to increasing electric costs. The City is shutting off existing lights and will propose revised standards in general soon. Lower poles would allow light to be shed beneath trees, not placing it high above foliage as is often the case with standard electroliers. Spacing should be minimal and the need for an even level of illumination seriously questioned in residential streets.

5. Roadway: Cost figures for various reconstruction, partial construction, repaving, widening and not widening alternatives offer very important and relevant information regarding this problem. The following "rough cost" (1975) figures were furnished by the Public Works Department:

   1. Pavement reconstruction between curbs 32 feet apart - $81 per linear foot.

   2. Pavement reconstruction between curbs 32 feet apart and replacing 50% of curbs, sidewalks and gutters - $87 per linear foot.

   3. New standard residential street, 40 feet between curbs, without street lights or street trees - $141 per linear foot.

   4. New standard residential, 40 feet between curbs, with street lights and street trees - $149 per linear foot.

   5. Repaving; that is, one inch asphalt layer on top of the 32-foot wide street including wedge cuts near gutters - $5.44 per linear foot.

   6. Repaving; 40-foot wide street - $6.80 per linear foot.

   For cost comparisons, a 900-foot section of Chiquita Avenue, from Latham Street to California Street, was chosen. Pavement reconstruction between the present curbs, 32 feet apart, would cost $72,900. Replacement of 50% of the curbs, sidewalks and gutters in addition to the above pavement reconstruction, would bring the total to $78,300. Widening this portion of Chiquita Avenue to 40 feet between curbs and installing street trees would cost $127,800. The cost differences between these three cost figures

are $49,500 (32-foot street/50% curbs) and $54,900 (without 50% curbs). The widening cost does not take into account right-of-way acquisition, which would be another $12,000 - $15,000.

It can be seen from these figures that substantial differences in cost are involved in the 32-foot versus 40-foot alternatives. In fact, the potential $50,000 to $55,000 savings noted above, could fund two-thirds of the cost of pavement reconstruction on another 900-foot street.

For seriously deteriorated streets, limited improvements, with shorter life expectations, may also be feasible for lightly traveled streets. Deteriorated streets could be overlayed to provide a better riding surface. However, soils in the area are expansive and cause rapid deterioration of streets that do not have proper base construction. Although it would deteriorate quickly (in five to ten years perhaps) the improvement in appearance and rideability may be desirable. Such actions however, may preclude, or delay indefinitely, construction of full street improvements with proper subbases. Therefore, such improvements are not recommended.

6. Maintenance: In addition to these initial construction costs, regular maintenance of city streets involves resurfacing a street with a one-inch asphalt overlay approximately every ten years, at a cost of 17 cents per square foot. The difference in square footage (on the 900-foot section of Chiquita) between a 40-foot street and a 32-foot street curb-to-curb width amounts to 7,200 square feet; this 7,200 square foot difference amounts to $1,224 in maintenance cost. Therefore, substantial maintenance savings could accrue to the City.

V. ASSESSING THE COST

The determination of the cost of alternative methods of reconstructing or repairing the Central City streets is highly important with regard to a basic question--who pays? Policies vary from city to city. Present Mountain View policy generally requires that property owners abutting a street must pay the original costs necessary to construct a "standard residential street (60-foot right-of-way/40-foot curb-to-curb)." Improvement and payment policy is based upon the practice of requiring new streets to be put in as part of the subdivision. Once such a street has been constructed and paid for, it is the City's responsiblity to maintain its "useful life." No policy has yet been established concerning the reconstruction of such standard streets at the end of their useful life. Establishment of such a policy is needed.

Further complications arise with respect to some streets which either: (1) were constructed to past City standards; or, (2) were constructed to Santa Clara County standards. What credit, if any, is due for these residential streets? If renewal of the older residential areas are to be accomplished, improvements are essential.

While analyzing all of the above problems, the available financial and material resources should be kept foremost in mind. Property owners, although

vehemently opposed to forming an assessment district to construct a standard 40-foot curb-to-curb street, may be in favor of forming an assessment district to construct a limited street within the existing right-of-way, perhaps without sidewalks or other facilities. Opposition of Central City property owners to forming assessment districts is mainly due to the high costs of the improvements. Any reduction in the cost of improvements will bring these property owners closer to favoring the formation of assessment districts. There is also the potential, at least in the designated Block Improvement Area (BLIMP) to use Community Development funds to offset some of the cost. The latter is strongly recommended.

Two more difficult problems concerning assessment districts involve absentee landlords and low-income homeowners and renters. Major concentrations of renters occur on many other streets in the Central City. In addition, the Central City has substantial concentrations of low-income people. The difficulty of involving these two groups of people in assessment districts is great. Low-income people do not want or cannot join an assessment district because of limited resources. Absentee landlords don't want to join an assessment district for various reasons--they may have little money, they might not be personally disturbed by the condition of the street, they may fear it will raise their taxes or they may be planning to transfer the property.

For low-income people, the assessment deferral program, where assessments would be partially or fully deferred until the property is sold or transferred, provides a partial solution. There may be, however, skepticism, general unwillingness to go into debt, and misunderstanding remain high for those most likely to benefit, the old and the very poor. Therefore, an educational program will have to be undertaken to help the program succeed.

In the case of absentee owners, they should be encouraged to join assessment districts on the basis of improved property value and ability to improve the quality of the living environment for the tenants. The City should concern itself with renters as well as property owners. Presently, only property owners are petitioned concerning the need or desire to join an assessment district and the City Council does not use its power to override property owners' wishes on such matters. Renters should also be surveyed on the need for street improvements, (and, perhaps on their willingness to pay increased rents) and the City Council should exercise its power to override property owners' wishes in order that a quality environment (in this case the street) might be provided for inhabitants of this area.

With a conscious effort to reduce the cost of construction, additional city contribution in some cases, and the addition of the ability to aid lower income households through the assessment deferral program, the policy to require majority agreement to form a district could logically be changed. The City could base assessment district formation more on overall neighborhood need and the realization that in residential areas where such an improvement is most needed, there is not likely to be strong support for going into debt.

The concept of a more positive "Neighborhood Improvement District" rather than the "street assessment district" could be formed in residential areas. This is not merely a nicer way of saying assessment district, but rather a major change in the intent and concept of improvements. Needs for an area of several streets would be reviewed at the same time. Minor sidewalk and curb repairs, roadway overlays, infill of street trees, and addition of street lights could take place on adjourning streets, accompanying major construction or reconstruction of a street. A neighborhood improvement district would enhance an area beyond the often rigid boundary of a typical assessment district. The improvement district concept ties in closely with housing rehabilitation programs now ongoing in the Central City. The improvement district concept may also be needed beyond the balance of the Central City as the many residential areas which were built at approximately the same time begin showing their age.

VI. CONCLUSION

The City of Mountain View should be equally concerned about rising construction and maintenance costs of streets. In response to this concern, the following conclusions and recommendations are made:

1. Many Central City streets are in very poor condition and in immediate need of substantial repair or reconstruction. The street condition has a definitive negative effect on the desirability and livability of portions of the area.

2. The great majority of Central City streets are less than 40 feet wide curb-to-curb, many with less than 60 feet rights-of-way; they are not up to present day city standards.

3. Substantial sums of money could be saved by reconstructing these streets at less than present street width or type of improvements standards.

4. Street standards for the Central City should be changed in recognition of practical financial limitations and design needs. Many reports indicate that wide streets encourage increases automobile speeds. Other reports indicate a 36-foot curb-to-curb width as a maximum width necessary for a residential collector street. Local residential and collector streets could be 32 or 36 feet curb-to-curb with as little as 50 feet of right-of-way. This is generally consistent with the existing street designs within the area.

5. No streets should be widened beyond their present right-of-way and curb-to-curb width unless transportation projections firmly dictate the need for widening. Along narrower streets, preference should be given to elimination of parking on one or both sides rather than street widening. No such actions to eliminate parking or to encourage through traffic should be made on local residential streets.

6. Residential areas should be designated as "protected residential areas" and traffic and its impacts routed around these areas instead of through them. (See Report No. II, Circulation.)

7. The City should establish a policy on who is responsible for the cost of reconstructing residential streets which have outlived their useful life. It is recommended that the City assume responsibility of street reconstruction cost; this would eliminate the need for many assessment districts in the future.

8. The rights and needs of renters and property owners should weigh equally in the decision-making process for street improvements.

9. The deferred assessment program should be maintained and expanded to allow property owners to participate more easily in assessment districts.

10. If necessary, the City Council should utilize its power to overrule property owner protest and require that improvement districts be set up in order that a quality living environment be provided in all parts of the City.

11. Street improvements should be approached on a neighborhood basis--a Neighborhood Improvement District--rather than street-by-street.

12. Street overlays should be coordinated with other improvements, e.g., curbs, sidewalks and street trees.

KA:s
S3-B1-12

APPENDIX A

STREET IMPROVEMENTS MATRIX

1. Streets numbered indicate specific sections and can be found by referring to the accompanying map.

2. A (S), (N), (E), (W) indicates either North, South, East or West side of the particular street.

3. Where the right of way or curb to curb width is a range, the actual width varies between the two figures.

(Numbers after street name refer to street sections shown on the following 2 maps of "Proposed Street Improvements")

STREET	Type of Improvement Needed							General Status			
	NONE	MAJOR ROADWAY	MINOR ROADWAY	CURBS	TREES	SIDEWALKS		FULLY ACCEPTED	NEEDS ASSESSMENT DISTRICT	RIGHT OF WAY WIDTH	CURB TO CURB WIDTH
Anza					X			X		50'	24,30
Bailey	X							X		134'	108'
Bay					X	X			X	50,55	24'
Bryant					X			X		60'	32,40
Bush	X							X		60'	32'
Calderon 1					X			X		90'	70'
Calderon 2		X		X	X	X			X	90,60'	24,20
California 1					X			X		90	72
California 2	X							X		90'	72'
California 3					X			X		80-60'	32'
Castro	X							X		90'	70'
Centre			X	X	X	X			X	55'	30-20'
Chiquita 1			X						X	50'	32'
Chiquita 2		X			X				X	50'	32'
Church 1					X	X		X		50'	40-32'
Church 2				X(S)	X				X	60'	36-32'
Church 3		X		X	X	X			X	60-55'	32-36'
Cul-de-sacs	X							X		50'	32'
Dalma					X			X		50'	40-32'
Dana 1					X				X	60'	34'
Dana 2					X			X		60'	32'
Dana 3	X							X		50'	40-32'
Dana 4					X	X		X		60'	40-32'
Dana 5	X							X		90'	70'
Ehrhorn					X			X		50'	32'
El Camino Real		X		X	X	X			X	120'	104'
Eldora					X			X		60-56'	40'
El Ranchito			X	X	X	X			X	50'	34'
Escuela 1					X			X		60'	40'
Escuela 2					X			X		60'	40'

STREET	Type of Improvement Needed							General Status			
	NONE	MAJOR ROADWAY	MINOR ROADWAY	CURBS	TREES	SIDEWALKS		FULLY ACCEPTED	NEEDS ASSESSMENT DISTRICT	RIGHT OF WAY WIDTH	CURB TO CURB WIDTH
Evelyn 1	X							X		60'	40-36'
Evelyn 2				X	X	X			X	65'	45-36'
Evelyn 3			X	X	X	X			X	65'	44'
Fairmont					X			X		50'	24'
Franklin					X			X		60'	36-32'
Higdon 1	X							X		50'	40'
Higdon 2			X	X	X				X	60-50'	32'
High School Way				X	X	X		X		50'	32'
Hope 1					X			X		60'	48'
Hope 2		X			X	X			X	60'	40-32'
Hope 3					X			X		60'	32'
[illegible]sie					X			X		50'	32-30'
[illegible]nam 1		X			X				X	50'	34-28'
Latham 2		X		X	X				X	60'	40-32'
Lauella					X			X		50'	32'
Leksich		X							X	50'	32'
Loreto	X							X		50'	24'
Mariposa 1		X		X	X				X	55-50'	24-20'
Mariposa 2	X							X		60-50'	32'
McCarty					X			X		60'	40'
Mercy 1		X		X	X				X	60'	40-32'
Mercy 2			X		X	X		X		60'	36'
Mercy 3					X			X		60-40'	36-32'
Mercy 4	X							X		50'	40-32'
Mt. View 1					X			X		60'	32'
Mt. View 2			X					X		60'	32'
Montgomery		X		X	X	X			X	55-50'	20'
Oak 1		X			X			X		60'	32'
[illegible]2			X		X				X	50'	34'
Olive/Fairhaven	X							X		60'	40'
Palo Alto 1					X			X		60'	32'
Palo Alto 2			X					X		60'	32'

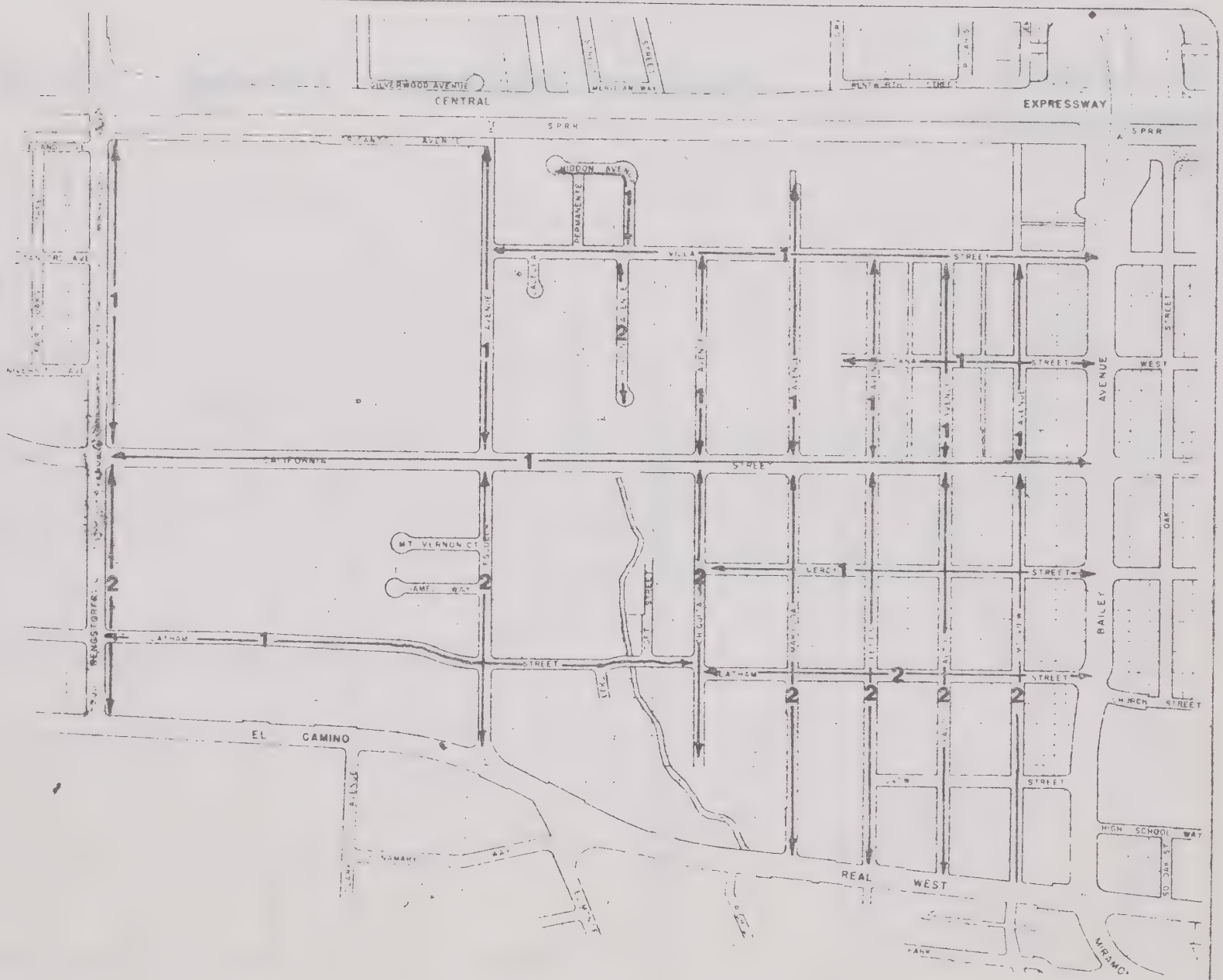
STREET	Type of Improvement Needed							General Status				
	NONE	MAJOR ROADWAY	MINOR ROADWAY	CURBS	TREES	SIDEWALKS		FULLY ACCEPTED	NEEDS ASSESSMENT DISTRICT	RIGHT OF WAY WIDTH	CURB TO CURB WIDTH	
Paul 1					X			X		50'	40'	
Paul 2	X							X		50'	32'	
Pettis 1					X				X	60'	32'	
Pettis 2					X				X	60'	32'	
Permanente	X							X		50'	40'	
Shary					X			X		50'	32'	
Sierra	X							X		50'	24'	
Snow								X		60'	32'	
Toft		X		X	X				X	50'	24'	
Velarde	X							X		50'	24'	
View 1					X	X		X		60'	36-32'	
View 2				X	X			X		70'	42-32'	
Villa 1	X							X		60'	40'	
Villa 2					X			X		60'	40'	
Villa 3					X	X		X		60'	40'	
Vincent					X			X		50'	24'	
Yosemite				X				X		60'	32'	



Proposed Street Improvements

CENTRAL AREA :: EAST

CITY OF MOUNTAIN VIEW



CENTRAL AREA :: WEST

Proposed Street Improvements

CITY OF MOUNTAIN VIEW

CHARLESTON-RENGSTORFF AREA PRECISE PLAN

CHARLESTON-RENGSTORFF AREA PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

OCTOBER 10, 1977

RESOLUTION NO. 11782

Amended	Resolution No.	Summary
July 26, 1983	13838	Change Area 2 from commercial to industrial use, new development and design guidelines.
July 31, 1984	14030	Change land use designation of Area "L2" from open space to industrial.

CHARLESTON-RENGSTORFF AREA PRECISE PLAN

JULY 1984

I. BASIS FOR APPLICATION OF THE P ZONE AND PRECISE PLAN

The special provisions of the Planned Community (P) zone are necessary in order to (1) properly implement the General Plan which designates the land as a combination of low-intensity industrial and hotel/commercial uses; (2) address environmental constraints, such as flooding and potential seismic problems; (3) provide logical phasing of public improvements, particularly drainage; and (4) ensure a desirable relationship between the properties and Shoreline.

The basic provisions of the ML, Industrial zone is referenced to ease implementation. The Precise Plan amplifies, limits and modifies these provisions as necessary to suit the areas. The Precise Plan also delineates uses and design criteria in much the same way as more conventional zoning districts. The Precise Plan contains the provision for implementation of specific developments in accordance with this Plan which will generally be subject to Zoning Administrator approval.

While the development criteria are specific, much like the Zoning Ordinance, the Plan incorporates within it significant flexibility with respect to lot sizes, street locations and specific area boundaries and allows a long-term phasing of development and options for property owners. Additionally, area-wide design and development provisions of the North Bayshore Area Plan may affect the development of these lands.

II. PRINCIPLES

The following principles are the general basis for the specific criteria which follow in Sections III and IV. The principles stem from the policies of the General Plan, the North Bayshore Area Plan and the North Bayshore Environmental Impact Report.

A. Charleston Road is to be extended through this area along a generally curving route between Permanente Creek and Garcia Avenue and providing a major intersection connection with the Rengstorff interchange.

B. Approximately 75.5 net acres of land lie south of the Charleston Road extension and 42.5 net acres to the north. The Area Plan designates industrial and hotel/commercial uses in the area.

C. Special criteria for use, setback and design are necessary adjacent to Charleston Road, to open space areas and to Shoreline Park. Particular attention should be given to the siting, height and design of buildings to preserve adequate distance to and from the Park, from the Rengstorff-Charleston intersection and to preserve adequate vistas to the surrounding mountains. Buildings adjacent to the park must be sited and designed so as not to dominate or excessively obstruct the park.

D. Buildings are to be constructed with pad elevations at or above 110 (10' above sea level) or as may be designated by the Mountain View City Minimum Elevation Ordinance.

E. In order to maintain a relatively low level of employment, and provide a low-intensity, open landscape feeling, industrial floor area ratios shall be limited to no more than 13,000 square feet of floor area per acre of development.

III. USE AND DEVELOPMENT CRITERIA

General Purpose:

The Precise Plan is designed to provide an environment for and conducive to the development of a quality, low-intensity industrial park consisting of a range of modern, large-scale administrative, research, manufacturing and wholesale uses and to the development of a single commercial center oriented to hotel, restaurant and conference facilities to serve the area. The services are to be mutually supportive and complementary to the surrounding open space and park lands. Uses shall respect the environment and shall be low-polluting, nonnuisance in nature.

The approximately 126.5 gross acres of land have been divided into sections as delineated on the attached map. Approximately 8.5 acres are required for the proposed circulation plan. The following area descriptions are in net acres. The standards and criteria have been tailored to the needs of each of these areas in light of the objectives set forth within the North Bayshore Area Plan by the physical constraints of the area and by the principles outlined above.

AREAS 2, 3, 4A, 4C, 4D, AND 4E

INDUSTRIAL AND OFFICE USES

A. Description:

The overall area consists of approximately 84 acres of land to be devoted to corporate offices and limited industrial, research and development uses generally lying along Charleston-Garcia. Common criteria for development are listed below with special provisions for development intensity, landscaping, floor area limitations, etc. based on specific criteria or limitations within each area.

B. Permitted Uses:

1. All uses listed as principal permitted uses within the ML ordinance with the addition of storage, warehouse and wholesale operations when conducted within a fully enclosed building.

2. Agricultural and animal husbandry uses, including accessory residential uses.

C. Provisional Uses:

1. All uses listed as conditional to the ML District, including commercial uses to serve the industrial uses.

2. Outside storage when properly screened not to exceed 5 percent of the site.

D. Height:

Maximum building height shall be two stories. Building height may be further modified as necessary to protect visual relationship between Shoreline and surrounding areas.

E. Lot Area and Lot Requirements:

1. Lot area--minimum 80,000 square feet.

2. Front Yard:

Areas 4A and 4D--40' along Charleston-Garcia, 35' along other streets.

Area 4C--50' along Garcia.

Area 4E--60' along all street frontages.

Area 2--60' along Charleston Road and Rengstorff Avenue.

3. Side and Rear Yards:

Areas 4A, 4C, 4D and 4E--a minimum aggregate of 30' for lots between 1.5 acres and 3 acres, and 50' for lots greater than 3 acres.

Areas 4B and 4E - a minimum of 100' adjacent to Shoreline, 50 percent of which must be landscaped.

4. Building Coverage:

Areas 4A and 4D--a maximum aggregate building coverage of 30 percent of the lot.

Areas 4C, 4E and 2--a maximum aggregate building coverage of 20 percent of the lot.

5. Maximum Floor Area:

Areas 2, 4A, 4C and 4D--13,000 square feet of floor area per developed acre.

Area 4E--11,000 square feet to 13,000 square feet of floor area per developed acre. The upper limit may only be granted on the finding of the Zoning Administrator that the project provides, truly noteworthy, innovative architectural design, excellent siting relative to Shoreline and substantially exceeds the minimums for landscaping (including use of publicly oriented sculpture) and design set forth in Section IV A and B below.

AREA 4B

HOTEL/CONFERENCE FACILITY, COMMERCIAL AND OPEN SPACE COMMERCIAL USES (INTERIM GUIDELINES PENDING COMPLETION OF NORTH BAYSHORE STUDY)

A. Description

The City strongly encourages the development of a quality hotel complex to serve the North Bayshore Area and City. This area is designated to that purpose and

consists of approximately 22± acres to be devoted to a coordinated commercial complex, including a major hotel and conference facility, commercial services and open space commercial uses. The design and siting of the hotel and commercial uses must reinforce and complement the open space character of the area and must include effective landscape buffers to Shoreline and Permanente Creek.

B. Permitted Uses:

1. Major (500± room) hotel.

   NOTE: Development may need to move in phases due to market demand and timing of interchange improvement.

2. Conference facilities associated with the hotel.

3. Major quality restaurants, banks and other service uses when included in a coordinated development plan.

4. Open space commercial uses, including recreational facilities such as a tennis or athletic club or other similar activities appropriate to the hotel/conference use and to Shoreline Park.

C. Height:

The hotel may have a tower height of up to 12 stories, covering no more than 10 percent of the site. The remainder of the site will generally be limited to two stories except where greater height can be demonstrated to provide a substantially improved overall site design and relationship to Shoreline Park (e.g., by massing buildings, creation of greater open landscaped areas or by improving views from the surrounding lands).

D. Lot Area and Lot Requirements:

1. Lot Area--minimum 5 acres.

2. Front Yard:

   60' along Charleston and Garcia.

3. Side and Rear Yards:

   100' adjacent to Shoreline, 50 percent of which must be landscaped.

80' adjacent to Permanente Creek, 50 percent of which must be landscaped.

4. Building Coverage:

A maximum aggregate building coverage of 20 percent of the site.

E. Master Development Plan:

Since development may occur in stages over several years, an overall master development plan is required. This plan will designate major features of the site, locate each planned major component of the project and estimate likely staging of development. Alternative site studies may be required of the applicant to evaluate the proper form and location of major buildings, particularly a high-rise tower. The master development plan will be subject to review by the Zoning Administrator and approval by City Council.

IV. GENERAL CONDITIONS APPLYING TO DEVELOPMENT

A. Landscaping: Landscaping throughout the six areas shall be designed to further the quality and open nature of the park. Landscaping shall be used to screen and soften parking areas or other broad expansions of paving; provide a setting for buildings; and to buffer and merge the various uses. An extensive mixture of trees and varying scale, color and form is required. All landscaping areas shall be irrigated. The use of sculpture, gardens and fountains as part of the landscaped areas shall be encouraged to increase the area's sense of quality and park-like atmosphere.

1. Minimum Landscape Percentage:

Areas 4A and 4D--20 percent of the lot area.
Areas 2 and 4C--30 percent of the lot area.
Areas 4B and 4E--35 percent of the lot area.

2. Minimum Streetside Landscaping:

All Areas--35' of landscaping from back of curb to parking areas.

These areas shall be coordinated private and public areas, including meandering sidewalks and shall contain appropriate mounded landscaping, lawns, shrubs, street trees and clusters of trees.

3. Screened Parking:

All parking areas shall be screened to a height of 30" from the top of curb by landscaping, mounding, decorative fences or walls or a combination thereof.

Within parking lots, large-scale trees shall be planted in landscape strips or tree wells at a minimum spacing of one every three cars along a row to provide a canopy and obscure these areas from views from the overpass and Shoreline Park.

NOTE: Throughout the Plan, the landscape requirements are set forth as strong guidelines from which the Zoning Administrator may grant some small deviation if it can be demonstrated that the modification will result in an improved plan overall.

B. Architectural and Site Design: In keeping with the prominent location as an entrance to North Bayshore, and Shoreline, special emphasis shall be given to architectural and site design excellence. Use of talented, experienced and recognized architects and designers shall be encouraged to create innovative high quality, one-of-a-kind buildings and site designs.

Preparation of preliminary design approaches for informal review with City staff is encouraged prior to submittal of plans for approval. Early coordination and evaluation will help ensure a complete, efficient design process which can fulfill the provisions of this Precise Plan.

C. Roof Equipment: Roof equipment shall be screened on all sides, including obscuring the elevated views from Shoreline and the overpass.

D. Noise Generation: Noise-producing vents, fans and mechanical equipment shall be oriented away from existing residential and open space uses.

E. Parking Requirements: Parking requirements shall follow the City standard for parking. Consideration may be given to reducing parking in multiple-use facilities where it can be demonstrated that parking demands are compatible and for low-intensity industrial uses such as research and development.

F. Signs: Provisions of the ML ordinance shall apply to industrial and office uses. Parcel 4B, the hotel/conference site, will require a specifically designed sign program appropriate to the location and use.

G. Water and Sewer Use: Low water usage industry shall be required. Sewage use shall be limited to 2,000 gallons/net acre/per day and an instantaneous peak discharge of 6,000 gallons/net acre/day.

H. Employee Intensity: Generally low employee generation industries, resulting in low traffic generation, shall be encouraged within the area, commensurate with the need for well-designed, high-quality industrial park and the relationship to Shoreline.

I. Long-Term Maintenance: Adequate controls consisting of easements, CC&Rs or other means shall be established by the property owners to ensure the maintenance, ponding capability and continued open space/commercial use of the lands. Similar provisions shall also be made for care and maintenance of landscaped open areas within the development and be implemented prior to issuance of permits for development.

J. Flood Control: The North Bayshore Area Plan EIR identifies the flood threat as the single most important factor in land use planning in the Baylands. The most viable mitigating measure offered as a solution to flooding hazard is also identified in the EIR. That solution consists of filling the area to be developed with engineered fill to a safe elevation. This solution is also reflected in the City's requirement that no development is allowed unless the first-floor elevation of any structure is above elevation 10. It is anticipated that all development covered by the Precise Plan will comply with the minimum floor elevation requirements and the Coast-Casey drainage study in terms of parking and street elevations.

K. Soils and Seismic Reports: A comprehensive soils and seismic engineering report, prepared under the direction of the City and paid for by the developer, shall be prepared and reviewed prior to development approval of any individual site. No building permits may be issued by the City until the report is accepted and adequate safeguards, if necessary, are included in development plans.

L. Grading and Sight Distance Plan: Each development shall include a preliminary grading plan which addresses through maps, cross sections and sketches the provisions of the City's minimum elevation ordinance; relationships between parking, buildings, and landscaping on site; and coordination between Shoreline and other adjacent properties.

V. ADMINISTRATION

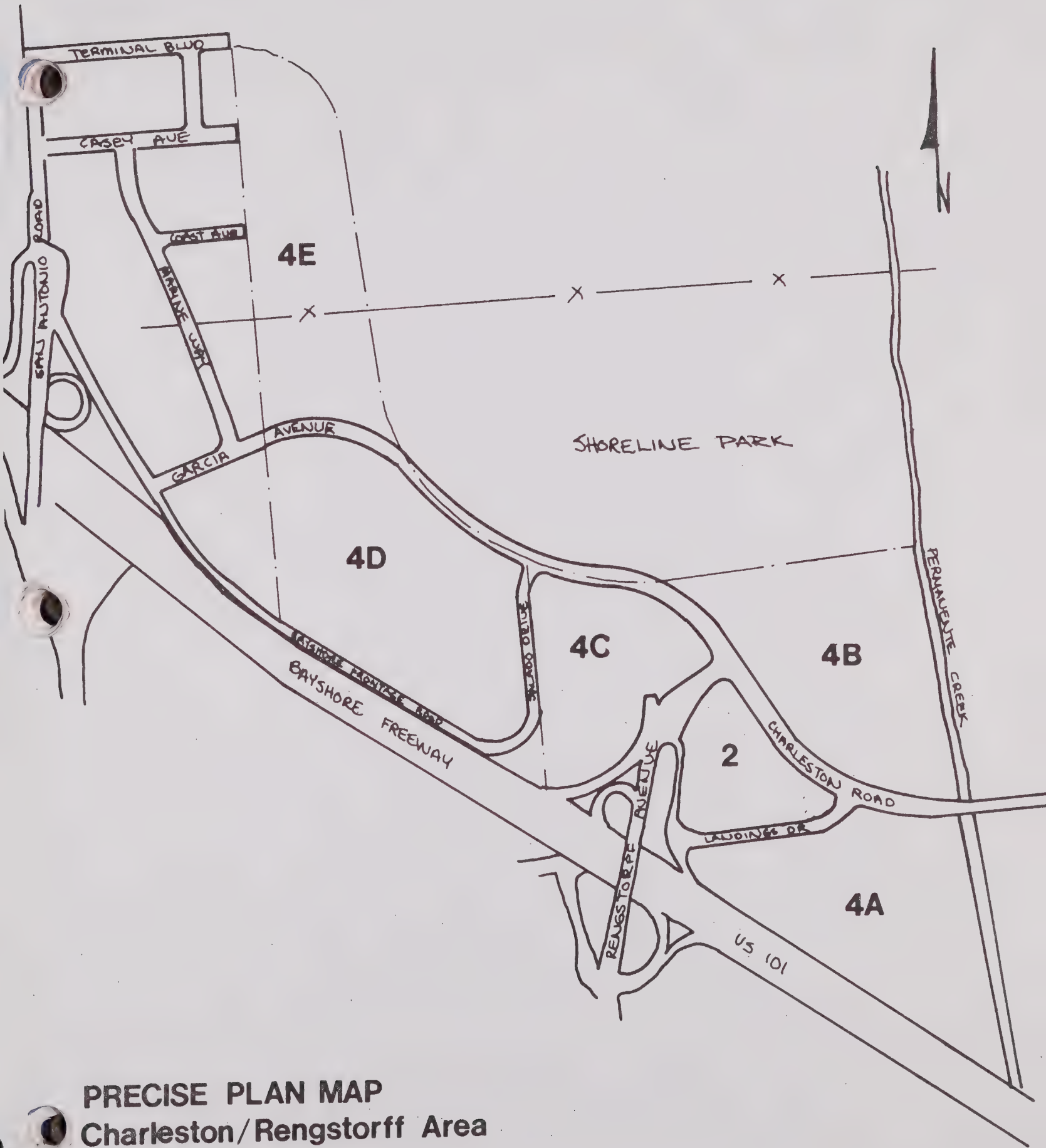
Procedure for Approval for Specific Developments:

The Zoning Administrator shall be authorized to issue Planned Community Permits for land use and development so long as the proposal follows the standards and criteria set forth within the Precise Plan and the adopted Master Plan. The Zoning Administrator shall hold a public hearing in accordance with the provisions of Section 36.22.8.

The same procedure shall be followed for consideration of uses listed as provisional uses within the Precise Plan. It will be incumbent upon the applicant to prove that the proposed provisional use is necessary, appropriate and will not be injurious to the health, safety and welfare of the community. The Zoning Administrator may establish appropriate conditions and limits to provisional uses to assure this end.

Approval of signs, minor site changes and minor building alterations that are in conformity with the Plan may be authorized administratively through the Site Plan and Architectural Review process by the Zoning Administrator without the necessity of issuance of a Planned Community Permit or a public hearing.

GC/PLN/SAVE
804-5-25PP



PRECISE PLAN MAP
Charleston/Rengstorff Area

CITY OF MOUNTAIN VIEW

460 NORTH BAILEY AVENUE PRECISE PLAN

460 NORTH BAILEY AVENUE PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

OCTOBER 16, 1978

RESOLUTION NO. 12287

AMENDED	RESOLUTION NO.	SUMMARY
May 14, 1979	12555	Allow 50 percent housing units

460 NORTH BAILEY AVENUE PRECISE PLAN
PROPERTY DEVELOPMENT GUIDELINES
FOR THE P (PLANNED COMMUNITY) DISTRICT

I. Property Description

The site consists of a total of 5.32± acres, 3.37 acres of City-owned land, and 1.95 acres of land owned by the City of San Francisco (Hetch-Hetchy Aqueduct). The General Plan designates the area for mixed-density residential use. The 1.95 acres of Hetch-Hetchy land cannot be used for buildings but may be used for landscaping, parking and access. The odd configuration of the property makes development difficult. A land swap with adjoining properties to "square off" the parcels would be advantageous to both parcels and is encouraged.

The zoning of the property and surrounding land is shown on the attached map. Surrounding uses include apartments and offices to the north, condominiums to the west and greenhouses to the south. A car wash, a lodge, a small office, and residential land are located across North Bailey Avenue. A complete neighborhood shopping center is less than 1/8 mile to the north.

II. Development Concept

The area is to be developed with a residential complex designed for either a mix of families and senior citizens or exclusively for senior citizens. The residential location, proximity to shopping services, and central location in the City all lend themselves to this unique and needed use. Planned Community District procedures should be utilized to ensure high-quality development and harmonious integration of uses with adjacent properties. A substantial proportion of the entire parcel shall be retained for landscape and open space.

III. Land Use and Development Criteria

1. Density:

Alternative A--All Seniors

Up to 200 units of senior housing may be developed. The unusual qualities of senior citizen housing (e.g., small units, common facilities, small family size, need for low-cost housing and low automobile use) justify development at higher-than-normal densities. Two hundred units represent approximately 60 du/acre net area, or 38 du/acre including the Hetch-Hetchy lands.

Alternative B--Mix of Seniors and Family Housing

Up to 125 units of housing with a minimum of 50 percent devoted to seniors may be developed. The unusual qualities of senior citizen housing (e.g., small units, common facilities, small

family size, need for low-cost housing and low automobile use) justify development at higher densities. One hundred twenty-five units represent approximately 37 du/acre net area, or 24 du/acre including the Hetch-Hetchy lands.

2. Affordability:

Housing must be made available at substantially below-market prices. Federal, State, or private assistance programs must be utilized to guarantee affordable housing for families and senior citizens for a minimum period of 20 years.

3. Parking:

The minimum parking ratio should be .35 spaces per senior unit and 1 1/2 spaces per family unit. Special attention should be given in the site layout for additional convenient guest parking facilities. Special attention shall also be given to parking for the disabled, minimization of paving, screening parking from North Bailey Avenue and safe and efficient automobile access to and from the site. At least half of the required spaces must be covered.

4. Development Standards:

Development standards of the R3 District shall be used as a guideline for development, although minor deviations from these criteria may be made if justified by the odd shape of the parcel or unique qualities of this special housing. Seventy-five percent of the required front yard must be landscaped.

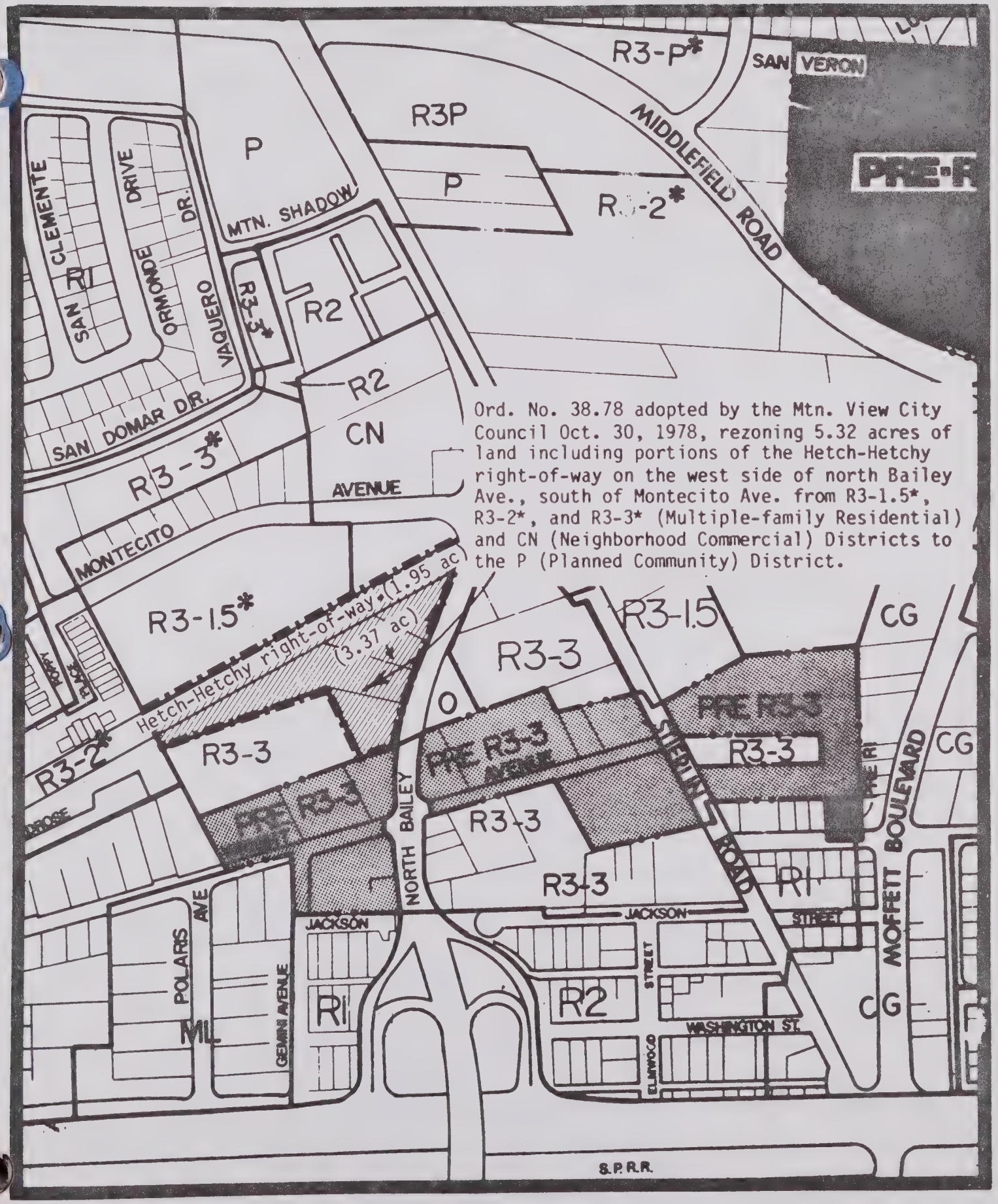
The site plan, building orientation and structural design should screen noise from North Bailey Avenue.

A bus shelter must be provided in connection with the development of this property if required by the City.

Special review consideration will be given to potential traffic conflicts along North Bailey Avenue.

IV. Administration

After review and recommendation of the Zoning Administrator, the City Council shall act upon the initial PC Permit for the site. Said permit may specifically authorize subsequent reviews to be acted upon by the Zoning Administrator.



Ord. No. 38.78 adopted by the Mtn. View City Council Oct. 30, 1978, rezoning 5.32 acres of land including portions of the Hetch-Hetchy right-of-way on the west side of north Bailey Ave., south of Montecito Ave. from R3-1.5*, R3-2*, and R3-3* (Multiple-family Residential) and CN (Neighborhood Commercial) Districts to the P (Planned Community) District.

460 NORTH BAILEY

N

SCALE 1"=400'

CITY OF MOUNTAIN VIEW

2100 CALIFORNIA STREET PRECISE PLAN

2100 CALIFORNIA STREET PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

APRIL 9, 1986

RESOLUTION NO. 14387

AMENDED RESOLUTION NO. SUMMARY

2100 CALIFORNIA STREET
PRECISE PLAN

I. DESCRIPTION

The Precise Plan covers the property located at the northwest corner of Rengstorff Avenue and California Street, and the adjacent portion of the Hetch-Hetchy right-of-way. The land is located at a prominent corner close to existing and proposed lower- and medium-density developments as well as higher-density residential uses. The General Plan designates these areas for residential use at 12+ dwelling units per acre.

II. DEVELOPMENT CONCEPT

The site can be developed with medium-density housing providing large-size units with the potential for owner-occupied family housing. Any development must fully incorporate the Hetch-Hetchy right-of-way. The Plan provides density bonus incentives for incorporation of the Hetch-Hetchy right-of-way.

III. USE AND DEVELOPMENT CRITERIA

A. Moderate-Density Housing

The R3-3* Districts shall be used for density (14.4± units per acre) and general site development criteria. The base density shall apply only to the privately held portion of the property.

B. Hetch-Hetchy Density Bonus

The Hetch-Hetchy right-of-way shall be fully incorporated into any development. An additional density of 7 units per acre is permitted for each acre of the Hetch-Hetchy right-of-way.

C. General Criteria

1. The site layout, unit design and project amenities shall be designed to provide ownership potential in large units which can adequately accommodate families with children.

2. Townhouse-type building fronts shall face each of the streets. Neither carports nor garages may be oriented to the streets.

3. The maximum building height shall be 2 stories or 30', whichever is less.

4. The Hetch-Hetchy right-of-way area shall be fully incorporated into the landscape and overall site design. At least 70 percent of the right-of-way shall be landscaped.

5. In keeping with these prominent locations, special emphasis shall be given to architectural and site design excellence. Use of talented, experienced, recognized architects is essential.

6. The site design and elevations shall strive to create a quality residential character with sloped roofs, multiple roof lines and attention to texture, detail and color.

7. Particular attention shall be given to preservation and protection of the Heritage oak on the property.

D. Administration

All major developments shall be reviewed by the Zoning Administrator and approved by the City Council per Sections 32.22.6 and 36.22.10 of the Zoning Ordinance. Once a major project has been approved, uses which have been identified as principal permitted uses and provisional uses within the R3-3* District, building expansions and modifications and sign program changes may be granted by the Zoning Administrator after appropriate public hearings as per Sections 36.22.6 through 36.22.8.

Upon granting of the Planned Community Permit, the approval of minor sign program changes, the approval of specific signs, the approval of minor sign changes and building alterations, including building material changes and uses which are in conformity with the Precise Plan, may be authorized through the Site Plan and Architectural Review (SPAR) process.

KA/PLN/*S*
801-3-13PP



PRECISE PLAN MAP

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2100 CALIFORNIA STREET PRECISE PLAN

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ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

APRIL 9, 1986

RESOLUTION NO. 14387

NOTE: The 2100 California Street Precise Plan replaces the development guidelines established on January 25, 1971 when this property was rezoned from R3-1* to the P District. The Plan establishes a lower density and design guidelines for use of the Hetch-Hetchy right-of-way.

AMENDED	RESOLUTION NO.	SUMMARY

CITY OF MOUNTAIN VIEW

CALIFORNIA/ ORTEGA PRECISE PLAN

CALIFORNIA/ORTEGA PRECISE PLAN

JANUARY 28, 1986

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

RESOLUTION NO. 14350

Amended Resolution No. Summary

CALIFORNIA/ORTEGA PRECISE PLAN
January 28, 1986

I. DESCRIPTION

This 8.6± acre site is located on the south side of California Street east of Ortega Avenue, the former site of Klein School. The Hetch-Hetchy right-of-way occupies approximately 1 acre of the land along California Street. The corner, approximately 1.2 acres, is zoned PF (Public Facility) and is to be used as a neighborhood park. Other zoning and development in the neighborhood reflects a wide range of densities. The General Plan designates this area for residential use at a density of 12 or more units per acre.

II. DEVELOPMENT CONCEPT

The site is to be developed with medium-density housing providing large-sized units with the potential for owner-occupied family housing and housing for seniors. The Plan offers options for these uses and provides an initial requirement for senior housing, primarily to serve existing residents of Mountain View.

III. USE AND DEVELOPMENT CRITERIA

A. Moderate-Density Housing

1. All but 2 acres of the development parcel may be developed with moderate-density housing following the general provisions of the R3-3* District for density (14.4 units per acre) and site development criteria. The density shall be distributed across the site with a generally lower density at the street side, while allowing higher density deeper into the site.

   At least 2 acres must be reserved for senior housing (Section II-B).

2. Townhouse-type building fronts and entrances shall face California Street and Ortega Avenue. Neither carports nor garages may be oriented to the streets.

3. The site layout, unit design and project amenities shall be designed to provide ownership potential and large units which can adequately accommodate families with children.

4. The initial design of the conventional housing component shall show how it may be extended into the senior citizen area, if ultimately necessary.

B. Senior Citizen Housing

1. No less than two nor more than three acres may be used for senior citizen housing. Preference shall be given to housing for Mountain View residents to the maximum extent possible.

2. If an acceptable senior housing program is not possible after demonstrated property owner effort for a 24-month period, the owner may request in writing that the City Council remove the requirement for senior housing.

3. The senior citizen housing component may be developed with a maximum of 50 dwelling units per acre. The special nature of senior citizen housing (e.g., smaller units, common facilities, small family size, need for low cost and low automobile use) compensates for development at this higher density.

4. The overall provisions of the R3* District shall apply with respect to building heights, setbacks, percentage of open space and other site design criteria. The Zoning Administrator may grant a minor exception which is clearly necessary in order to accommodate senior housing.

5. At least twenty percent (20%) of the senior citizen housing must be available at substantially below market rates. Federal, State or private assistance programs, alone or in combination, will be pursued to ensure such affordable housing for senior citizens.

6. For the seniors portion, the minimum parking ratio may be reduced, commensurate with the low auto ownership for senior citizens. The precise amount of parking will depend on the type of senior

housing, unit sizes and alternative transit available. Special attention shall be given to providing guest parking and convenient transit facilities.

7. Serious consideration shall be given to on-site services such as congregate dining, project transportation and similar seniors services.

C. General Criteria

1. The site plan must provide for gradual, well-designed transitions between the property development and the City-owned tot lot/open space.

2. The Hetch-Hetchy right-of-way area shall be fully incorporated into the landscape and overall site design. At least 70 percent of the right-of-way shall be landscaped and serve as a visual extension of the corner park. The land area of this improved right-of-way may be used to calculate density.

3. Building design shall be compatible with the two- to three-story heights typical of surrounding high-density residential development but with a lower-density character along California Street and Ortega Avenue.

4. The site design shall incorporate small-scale as well as large-scale open spaces, vertical articulation and shadow (avoiding large, flat walls), texture, detail, color and other design elements to create a quality residential design. Overall, the development shall maintain a residential character, with sloped roofs and multiple roof lines. At least those buildings facing the streets shall be designed to demonstrate individual ownership.

5. In keeping with this prominent location, special emphasis shall be given to architectural and site design excellence. Use of talented, experienced, recognized architects is essential.

6. Early submittal of alternative site and design studies in an initial submittal and in each phase shall be required to help identify options and to aid in an evaluation of the appropriate site and building design. Use of perspectives, models and

other graphic representation of the project may be required to fully evaluate opportunities.

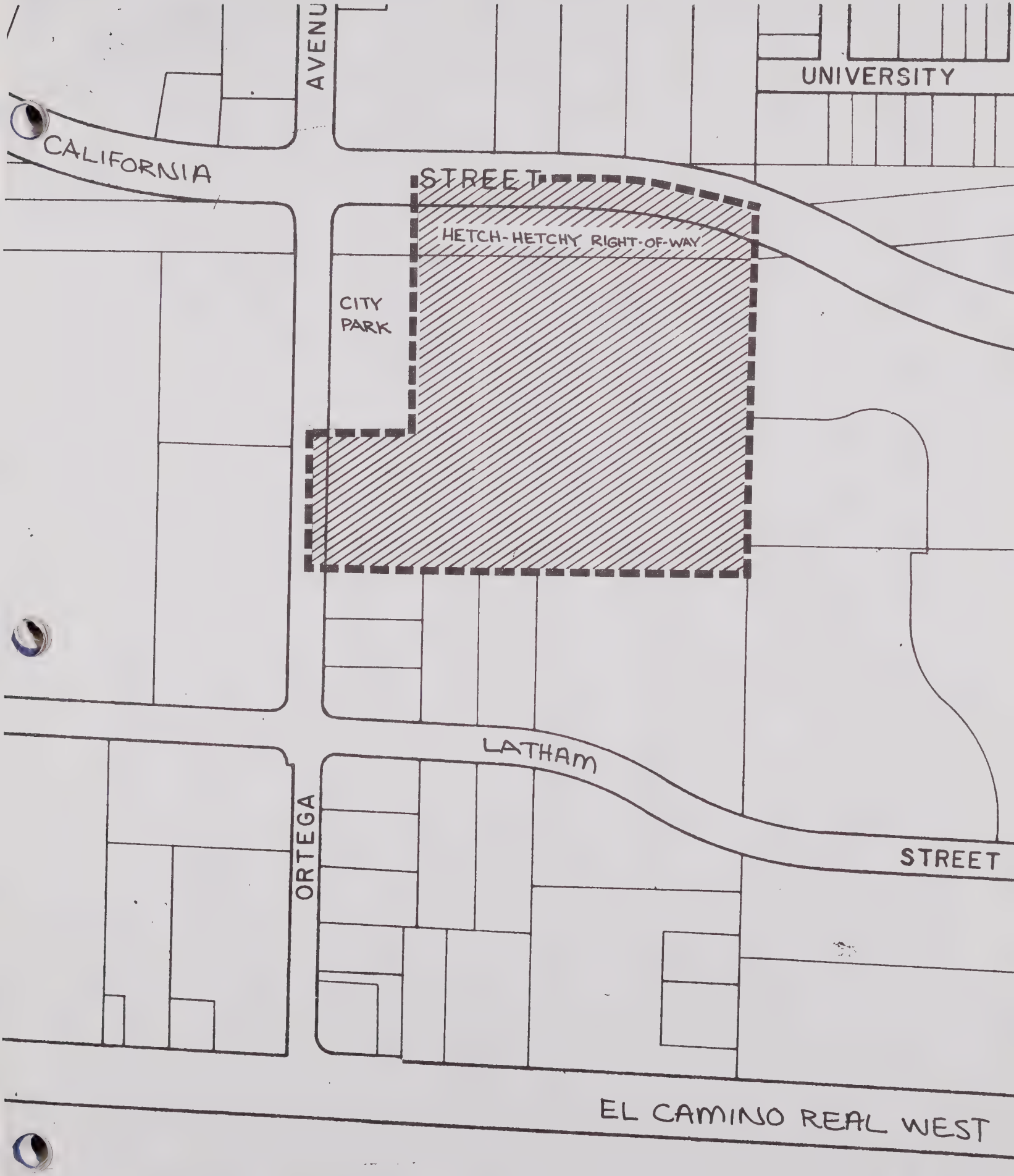
D. Administration

All major developments shall be reviewed by the Zoning Administrator and approved by the City Council per Sections 32.22.6 through 36.22.10 of the Zoning Ordinance.

Once a major project has been approved, uses which have been identified as provisional uses within this Plan, building expansions and modifications and sign program changes may be granted by the Zoning Administrator after appropriate public hearings as per Sections 36.22.6 through 36.22.8.

Upon granting of the Planned Community Permit, the approval of minor sign program changes, the approval of specific signs, the approval of minor sign changes and building alterations, including building material changes and uses which are in conformity with the Precise Plan, may be authorized through the Site Plan and Architectural Approval (SPAR) process.

KA/PLN/*S*
801-8-27PP



PRECISE PLAN MAP

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CITY OF MOUNTAIN VIEW

CASTRO-MIRAMONTE TRIANGLE PRECISE PLAN

CASTRO-MIRAMONTE TRIANGLE PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

MARCH 3, 1975

RESOLUTION NO. 10415

AMENDED RESOLUTION NO. SUMMARY

CITY OF MOUNTAIN VIEW
RESOLUTION NO. 10415
SERIES 1975

A RESOLUTION AUTHORIZING ADOPTION OF A PRECISE PLAN TO GUIDE DEVELOPMENT UNDER THE P DISTRICT FOR THE APPROXIMATE 3-ACRE TRIANGLE OF LAND BORDERED BY CASTRO STREET, MIRAMONTE AVENUE AND A LINE PARALLEL TO AND APPROXIMATELY 300 FEET SOUTH OF HARPSTER DRIVE

WHEREAS, the City Council has received and considered a report dated March 6, 1975, from the Environmental Planning Commission recommending the adoption of a Precise Plan to guide development under the P district for the approximately 3-acre triangle of land bordered by Castro Street, Miramonte Avenue and a line parallel to and approximately 300 feet south of Harpster Drive, and commonly known as 1172 Castro Street;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View that the adoption of a Precise Plan to guide development under the P district for the approximate 3-acre triangle of land bordered by Castro Street, Miramonte Avenue and a line parallel to and approximately 300' south of Harpster Drive be, and the same hereby is, authorized as follows:

I. USE:

A. The following are the primary uses to which the land may be utilized.

1. Medical and dental offices and clinics.

2. Administrative, executive and editorial offices.

3. Professional offices for lawyer, engineers, architects, etc.

B. The following uses may also be considered appropriate depending on the specific development proposal.

1. Public and quasi - uses appropriate to the district such as convalescent hospitals, professional, business and technical schools and schools and studios for arts, crafts, photography, music and dance.

2. Public utility and service buildings, structures, and uses appropriate to the area.

3. Mortuaries.

4. Private swimming or tennis club facilities.

5. Any other office use which is determined by the Zoning Administrator or City Council to be of the same general character as the above, with the exception of retail uses and uses such as banks which generate significant amounts of traffic.

II. DEVELOPMENT STANDARDS:

A. Height Limitations

Building height shall not exceed 25' in height as measured above the street sidewalk.

B. Yards

A minimum structure setback of 25' from any street right-of-way, 75 percent of which must be landscaped.

A minimum of 30' from any residential property, to include a minimum of a 10' landscape buffer adjacent to the residential property line.

C. Coverage

Buildings or structures shall not cover more than 30 percent of the total lot.

Open green area shall occupy no less than 45 percent of the total lot area.

D. Noise Buffers

Noise buffers will be needed to reduce the existing outside L_{10} noise levels of approximately 60-65 to the L_{10} level of 60 dB (A) (55 dB (A) if used for hospital-like uses) or less through the location of buildings and use of mounding, landscaping decorative walls or other compatible buffers. Care must be taken to avoid visually obtrusive walls surrounding the property. Noise measurement is to be taken at people-oriented areas except for pathways and driveways used for ingress or egress.

E. Access

Access points along Castro Street and Miramonte shall be minimized to avoid conflicts with traffic on these two arterials. No access shall be taken below the bulb on Castro Street, approximately 450' south of the northerly property line along Castro Street.

F. Landscaping

Existing trees will be preserved and incorporated into the site design.

On-site landscaping will coordinate design and materials with street landscaping and the public landscape easement at the intersection of Castro Street and Miramonte Avenue.

G. Signing

Provisions of the O District sign ordinance shall be used, Section 36.17.7 of the Zoning Ordinance.

III. ARCHITECTURAL GUIDELINES:

These criteria are intended to provide a guide to encourage quality development, not to be utilized as a formula for good planning and architectural design. They are intended to help establish a suitable relationship between the elements which make up the physical ennvironment.

A. Form and Scale

The architecture and landscaping shall relate well to the existing residential design within the area. Buildings should be small and informal in scale. Building clusters with courtyards, connecting corridors, etc., which bear a close relationship to the residential atmosphere should be encouraged. Larger building forms can be considered if the forms are broken up to lessen the impact of mass. Roofs should be designed to maximize visual interest without being dominating.

B. Materials, Color and Texture

The use of muted earth colors is recommended (e.g., ochre, olive, browns, warm grays, etc.). Bold and bright colors should be limited to accents only. The use of natural materials such as wood, bricks, stone are preferred over steel, aluminum or plaster. Textural interest inherent in the material is desirable. Fabricated texture for texture sake should be avoided.

C. Lighting

Luminary height and intensity should be minimized to lessen spillage into residential areas.

D. Utilities

All electrical conduit, telephone cables, etc., shall be placed underground.

IV. DEVELOPMENT REVIEW PROCEDURE

The provisions of Sections 36.22.5 through 36.22.10 of the Zoning Ordinance shall be followed for all development proposals.

The foregoing Resolution was regularly introduced and adopted at an Adjourned Regular Meeting of the City Council of the City of Mountain View, duly held on the 31st day of March, 1975, by the following vote:

AYES:	Councilmembers Allen, Anderson, Moss, Perez and Mayor Cusimano
NOYES:	Councilmember Gordon
ABSENT:	None
NOT VOTING:	Councilmember Jelavich

ATTEST:

JEAN HIXSON
CITY CLERK

APROVED:

JOSEPH CUSIMANO
MAYOR

I do hereby certify that the foregoing resolution was passed and adopted by the City Council of the City of Mountain View at the Adjourned Regular meeting held on the 31st day of March 1975 by the foregoing vote.

City Clerk
City of Mountain View

JA/824-11-29R

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CITY OF MOUNTAIN VIEW

CHARLESTON SOUTH INDUSTRIAL AREA PRECISE PLAN

CHARLESTON SOUTH INDUSTRIAL AREA PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

OCTOBER 30, 1984

RESOLUTION NO. 14076

AMENDED	RESOLUTION NO.	SUMMARY
September 24, 1985	14260	Add Restaurant and Large Lot Assembly Incentives
April 30, 1991	15255	Remove references to Interim Development Phase and permit subdivision of assembled developments if part of larger project.

CHARLESTON SOUTH INDUSTRIAL AREA PRECISE PLAN
APRIL 1991

I. Basis for Application of the P Zone and Precise Plan

The special provisions of the Planned Community (P) Zone are necessary in order to properly implement the North Bayshore Area Plan, provide logical phasing of development in accord with public improvements, ensure a desirable relationship of the properties to Shoreline Regional Park, and to foster truly quality design. The Precise Plan provides a means to encourage lot assembly to facilitate development of large-scale, high-quality research and development uses on approximately 60 acres of land now (1984) subdivided into approximately 90 small parcels. In 1991, essentially all of the individual, small properties have been aggregated into larger holdings suitable for large-scale light industrial/research and development projects.

The Precise Plan prescribes uses, development criteria, minimum lot and project sizes, and design guidelines for ultimate light industrial/research and development uses.

This Precise Plan is an outgrowth of the North Bayshore Area Plan. Additional areawide design and development provisions of the Plan may affect the eventual development of these properties.

II. Basic Principles

The following principles derived from the General Plan and North Bayshore Study (1984) are the basis for the specific criteria which follow in Section III.

A. The R1M District, which provided for low-intensity housing and limited, ancillary commercial activity, has proven contrary to market conditions and has not provided a means for acceptable, long-term utilization of the properties.

B. The best long-term use of the land is for large-scale light industrial, research and development activities in compatible accord with similar new development on nearby lands in the North Bayshore Area.

C. Ultimate development of the area requires encouragement of lot assembly to accommodate the large-scale (30,000 square feet or more) development.

D. In order to maintain a relatively low level of employment and provide a low-intensity, open landscape feeling, the overall industrial floor area

ratio shall generally be limited to 13,000 square feet of floor area per acre of development.

E. Special criteria and incentives for use, setback and design are necessary throughout the area, with special emphasis on those properties fronting Charleston Road.

F. Large-scale developments are encouraged in order to utilize quality, large-scale, coordinated design and to provide amenities needed in the area. Development may occur on an individual parcel basis, owned and operated by a single entity, or on a project basis. A project is defined as a development, designed and submitted as a single unit, covered by CC&Rs that ensure coordinated management and maintenance of the development, which share common facilities (including parking, pedestrian circulation, landscaping and other amenities) and which may contain two or more separate ownerships.

III. Use and Development Criteria

A. General Purpose: The Precise Plan is designed to provide an environment for, and be conducive to, the development of a quality, low-intensity industrial park, consisting of a range of modern, large-scale administrative research, manufacturing and wholesale uses. The 60± acres of land currently (1984) consist of 90± parcels of land ranging in size from one-quarter acre to four acres. The Precise Plan is intended to provide a means for the transition of the area from its low-intensity, mixed-use character to one that can support major industrial/R&D development in a coordinated industrial park setting. Through the use of a range of allowed floor area ratios, the Precise Plan provides incentives for development on larger parcels through an overall project development scheme or plan which may permit the subdivision of the approved project into two or more lots. The Precise Plan maintains the ability to utilize the remaining smaller properties at lower intensities.

B. Permitted Uses:

1. Uses listed as principal permitted and accessory uses within the ML District.

C. Provisional Uses:

1. Restaurants.

2. All uses listed as conditional to the ML District, including commercial uses to serve the industrial area.

D. Height: The maximum height is 40', including roof equipment screening. Building height may be further restricted as necessary to protect visual relationship between Shoreline Park and surrounding areas. However, for lots or projects of 300,000 square feet and over, a maximum height limit of 55' shall be allowed provided that no more than 25 percent of the building footprint area shall exceed the 40' limit.

E. Lot and Yard Requirements/Guidelines:

1. Lot area and Project Size: The minimum project size shall be seven (7) acres. Lots as small as three (3) acres may be created within a project if the development has the appearance of one project with an integrated site and architectural design and Covenants, Conditions and Restrictions (CC&Rs) to provide for larger-scale amenities and coordinated operation of the project. Once land area has been aggregated, smaller lots cannot be created unless part of an approved project.

2. Yards (from property line) along streets:

   a. 70' along Charleston Road.

   b. 60' along all other streets.

3. Side and rear yards: The minimum shall generally be at least equal to the building wall height, except where a lesser distance can be justified by the applicant as part of phased or coordinated development of the land. Buildings within the same project may measure this yard distance between building faces rather than the usual measurement between building and property lines.

4. Building coverage:

   a. For lots or projects along Charleston Road: A maximum of 25 percent of the site.

   b. For all other lots or projects: A maximum of 30 percent of the site.

5. The building coverage for a project shall not exceed the levels noted in Section 4 above. The floor area for a project shall not exceed the aggregate floor area allowances of Section 6, below. Where smaller lots are proposed as part of a larger single project covered by an approved master project development plan, the applicable building coverage and floor area shall be determined on an overall project basis. Appropriate CC&Rs must be submitted

either at the time of application for development or subdivision of the project prohibiting lots with less than the allowed building coverage under Section 4 or floor area under Section 6 from adding building or floor area unless the City, in its discretion, grants an exception or amends the Precise Plan.

6. Floor area: The allowed floor area is dependent on several factors, as noted below. In no case shall the industrial floor area ratio exceed 0.35 FAR.

   a. By lot or project size.

Net Lot or Project Size (square feet)	Approximate Allowed Floor Area	FAR (with Design Inc.)
Up to 40,000	1,500 square feet/lot	N/A
40,000 up to 60,000	6,000 square feet/acre	.14 (.16)
60,000 up to 80,000	8,000 square feet/acre	.18 (.21)
80,000 up to 120,000	10,000 square feet/acre	.23 (.25)
120,000 up to 155,000	11,000 square feet/acre	.25 (.28)
155,000 up to 400,000	13,000 square feet/acre	.30 (.32)
700,000 and over (with a minimum 15-parcel assembly)	14,000 square feet/acre	.32 (.34)

   b. Regularly shaped lots: The assembly incentive cannot be applied unless it creates regularly shaped, generally rectangular lots. Assemblies which create gaps in the configuration (e.g., a large parcel surrounding a small parcel) will not qualify for the full incentive.

   c. Design incentives: An additional 1,000 square feet per acre of floor area may be granted on the finding of the Zoning Administrator that the project provides superb, innovative architectural design, excellent siting and exceeds the minimums for landscaping and design.

   d. Restaurant incentive: The community is seeking to add a range of quality restaurants in the North Bayshore Area and will consider a density bonus of up to 1,000 square feet of industrial floor area per acre, plus the restaurant floor area itself, for approved projects. In order to qualify for the 1,000 square foot bonus, or portion thereof, the restaurant must clearly serve the community at large as well as the local industry. The Zoning Administrator may also grant minor exceptions to landscaping requirements, building

height, coverage and yard requirements for the entire project and shall consider reciprocal parking for projects which include such restaurants. The following criteria shall be utilized in reviewing the bonus potential for restaurant proposals:

(1) The ability of the site by virtue of its size, shape and location to adequately incorporate a restaurant in a desirable location to serve the community and according to a design which complements the larger project.

(2) The ability to effectively integrate the restaurant into the overall design of the Charleston South Industrial Area without conflicts with the principal industrial use.

(3) The demonstration that the specific proposed restaurant will provide a sufficient range and level of services necessary to meet the needs of the community and provide services not now found within the area.

F. Other Conditions/Guidelines:

1. Landscaping: Landscaping throughout the area shall be designed to further the quality and parklike nature of the setting. Landscaping shall be used to screen and soften parking areas or other broad expanses of paving; provide a setting for the building; and to buffer and merge the various uses. Because of the variety of lot sizes and ownerships, particular attention shall be given to landscaping at the perimeters of properties to ensure a sense of continuity between the properties. An extensive mixture of trees of varying scale, color and form is required. All landscaping area shall be irrigated.

   a. Minimum landscape coverage: 35 percent of the lot or project area.

   b. Minimum streetside landscaping: Along Charleston Road, 50'; along other streets, 40' of landscaping from back of curb to parking areas or buildings for all areas. These landscape areas shall be designed to coordinate private and public land and include meandering sidewalks, mounding, landscaping, lawns, shrubs, street trees and clusters of trees, following design guidelines established by the Zoning Administrator.

c. Screened parking: All parking areas shall be screened to a minimum height of 3' from the top of curb by landscaping, mounding, decorative fences or walls or a combination thereof.

Within parking lots, large-scale trees shall be planted in landscaped strips or tree wells at a minimum spacing of one every three cars along the row and with landscaped islands projecting into the lot approximately every tenth space, to provide a canopy and obscure these areas from view.

NOTE: The landscape requirements are set forth as strong guidelines from which the Zoning Administrator may grant some modest deviation if it can be demonstrated that the modification will result in an improved plan overall.

2. Architectural and site design: In keeping with the prominent location near Shoreline and as part of the North Bayshore Area, special emphasis shall be given to architectural and site design excellence. Use of talented, experienced and recognized architects and designers shall be encouraged to create innovative, high-quality, one-of-a-kind buildings and site designs. Special emphasis shall be given to the site and architectural elements which can integrate the various ownerships within the Precise Plan area.

   Preparation of preliminary design approaches for informal review by City staff is encouraged prior to submittal of plans for approval. Early coordination and evaluation will help ensure a complete, efficient design process which can address design incentives and fulfill the provisions of this Precise Plan.

3. Publicly visible art: The use of sculpture, gardens and fountains within the site design shall be encouraged to increase the area's sense of quality and the parklike atmosphere. For development with floor area of over 30,000 square feet, publicly oriented art/sculpture should be incorporated into the project design and shall constitute one basis for consideration of the density incentive.

4. Roof equipment: Roof equipment shall be screened on all sides. Screening shall be designed as part of, or to be compatible with, basic building architecture.

5. Parking requirements: Parking requirements shall follow the City standard for parking. Consideration may be given to reducing parking in multi-use facilities where it can be demonstrated that

parking demands are compatible and for low-intensity industrial uses such as research and development.

No driveway access shall be taken from Charleston Road for developments which have frontage on Alta Avenue, Huff Avenue and Joaquin Road. Lots with narrow frontage (e.g., less than 250') shall be limited to one independent driveway for the parcel. Shared driveways shall be utilized where feasible.

6. Signs: Provisions of the ML Ordinance shall apply.

7. Grading and site distance plan: Each development shall include a preliminary grading plan which addresses through maps and cross-sections and sketches the provisions of the City's minimum elevation ordinance; relationship between parking, landscaping and buildings on-site; and coordination with adjacent properties.

8. Water and sewer use: Low-water-usage industry shall be required. Sewage use shall be limited to 2,000 gallons per net acre per day, and an instantaneous peak discharge of 6,000 gallons per net acre per day.

9. Traffic generation: Industries resulting in low traffic generation shall be encouraged within the area. Commute alternatives are suggested, including employee incentives for transit and carpooling, and use of an in-house Transportation Coordinator.

10. Soils and seismic reports: A comprehensive soils and seismic engineering report prepared under the direction of the City and paid for by the developers, may be required and reviewed prior to development approval of any individual site.

V. Administration

The Zoning Administrator shall be authorized to issue Planned Community Permits for land use and development, so long as the proposal follows the standards and criteria set forth within this Precise Plan and the provisions of the adopted North Bayshore Area Plan. The Zoning Administrator shall hold a public hearing in accordance with the provisions of Section 36.22.8 of the City Code.

The same procedures shall be followed for consideration of uses listed as provisional uses within the Precise Plan. It will be incumbent upon the applicant to prove that the proposed provisional use is necessary, appropriate and will not be injurious to the health, safety and welfare of the

community. The Zoning Administrator may establish appropriate conditions and limit the provisional uses to assure this end.

Subdivision of a larger project developed under a Master Development Plan or utilizing the land assembly FAR under Section E.6.a. shall not be approved unless the development has been designated a project under Section II.F. and the appropriate CC&Rs have been approved by the Zoning Administrator.

Approval of signs, minor site changes and minor building alterations that are in conformity with the Plan may be authorized administratively through the Site Plan and Architectural Review process by the Zoning Administrator without the necessity of issuance of a Planned Community Permit or a public hearing.

MJP/PREPLN-1*S
812-9-18-92PP*S1

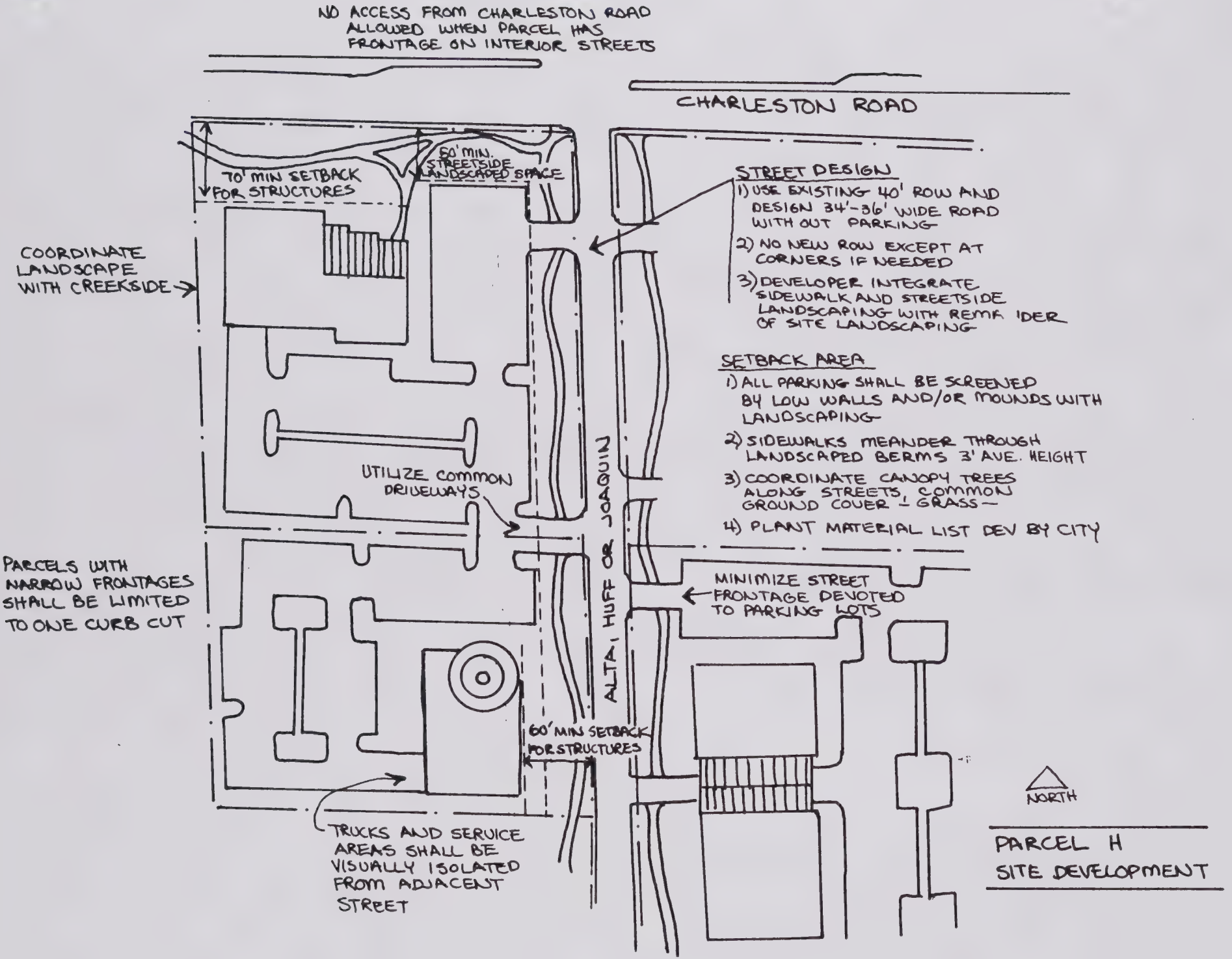


PRECISE PLAN MAP
CHARLESTON SOUTH INDUSTRIAL AREA

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1" = 1000'

10-84



PARCEL H
SITE DEVELOPMENT

CITY OF MOUNTAIN VIEW

CLARK-MARICH AREA PRECISE PLAN

CLARK-MARICH AREA PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

AUGUST 13, 1973

RESOLUTION NO. 9814

AMENDED	RESOLUTION NO.	SUMMARY
December 27, 1976	11298	Change residential density limits.
June 12, 1978	12100	Change residential density limits; change use and development criteria.
March 30, 1981	13341	Amend sign limitations.
June 29, 1981	13411	Allow housing in commercial area.
May 30, 1989	14954	Change from commercial to mixed-use; change mixed-use development criteria.

CLARK-MARICH AREA PRECISE PLAN
JUNE 1981

PURPOSE

The Clark-Marich Area Precise Plan is based on the General Plan of the City of Mountain View and sets forth specific City policies for the Planned Community District designated in Exhibit A. The Precise Plan sets forth the use and development standards which will ensure the proper integration of this unique area into the community. The Plan shall guide the City in its review of proposals for the area and assist property owners in preparation of plans for development and expansion.

BACKGROUND

The subject area consists of three units of land extending from El Camino Real to Marich Way. These units generally correspond with ownership patterns, but each is subdivided into several separate holdings, some of which are incapable of independent development because of lack of street frontage (Exhibit A).

Uses on Unit 1 consist of a commercial use in El Camino Real and a condominium development extending to Marich Way. The Unit 2 properties include a bowling alley, parking, and several small retail stores. The Unit 3 lands are developed with a restaurant, a retail building at the corner, a three (3) story office building and a 68-unit condominium (1981).

Surrounding uses consist of single-family homes in Los Altos to the west and Mountain View to the south with multiple-family development of the lands across Clark Avenue to the east. The existing winery with related storage and retail uses on the southerly portion of Unit 2 are of particular concern in the area as they are not directly associated with the El Camino Real commercial frontage.

OBJECTIVES

This Precise Plan is designed to:

1. Enhance both the commercial and residential characteristics of the area and minimize conflicts between the two.

2. Ensure that residential uses are buffered from potentially conflicting higher-intensity residential, mixed-use and commercial uses.

3. Encourage housing that offers family accommodations at a moderate price.

4. Preserve the existing stand of oak trees and ensure their visible accessibility to the public.

5. Limit commercial access from Marich Way, while promoting pedestrian through circulation, if appropriate, for access to the mixed-use area.

6. Ensure the ability of properties to develop independently, but toward a unified design.

7. Allow housing to be mixed with commercial uses where it can be demonstrated that a desirable residential environment can be achieved.

LAND USE GUIDELINES

The following criteria were developed to ensure that separate ownerships can proceed with logical development in accord with the overall plan.

General Design Criteria

1. All development adjacent to existing single-family residential uses shall provide visual and noise buffers consisting of a minimum of a 6' high fence or wall and a 15' wide landscaped area containing tall trees and shrubs along the property line.

2. All existing specimen trees shall be integrated into the development plan unless their removal is specifically approved by the Zoning Administrator. Structures shall be designed and located to maintain visibility of the stand of oaks to public frontages.

3. Buildings in the areas designated primarily for housing shall not exceed 35' in height. Buildings within the commercial area and the mixed-use residential and commercial area may not exceed 35', except that combined commercial/residential buildings may not exceed 55'. Side and rear yards adjacent to residential lands shall be at least 15' (4.57 m), which yard shall be increased so that the portion of the side yard at that point shall not be less than the height of a wall of any building at that point.

4. In connection with the subdivision of the property, undergrounding the existing overhead telephone, electric and cable television lines should be encouraged.

COMMERCIAL AREA STANDARDS

1. The use provisions of the C3 District, Section 36.16.A.1, Principal Permitted Uses, and Section 36.16.A.2, Accessory Uses, of the Mountain View Zoning Ordinance, shall apply to the designated commercial and mixed-use areas along El Camino Real. Uses listed under Section 36.16.A.3, Conditional Uses, may be permitted if it can be established that the use will be compatible with the surrounding areas.

Commercial Design Criteria

1. Automobile access from Marich Way to El Camino Real commercial and mixed uses shall not be permitted. However, parking for the residential component of a mixed-use development may be accessed via Solana Court.

2. Trash collection and commercial delivery shall be oriented away from residential uses. A masonry wall for soundproofing may be required upon the findings of the Zoning Administrator between commercial and residential development as added protection against noise, parking and commercial activity.

3. Common design elements and materials shall be used in commercial developments. Coordinated parking and access between all commercial uses shall be pursued.

4. All roof equipment shall be screened on all sides and acoustically buffered from residential uses and shall be architecturally integrated with the building design.

5. Multi-Tenants/Uses:

   A sign program for each major new commercial unit shall be approved as part of the respective Planned Community Permit. It is, further, an objective of the Plan to encourage multiple tenants/uses (whether on one or more parcels) to be identified on a single common freestanding sign. Such a sign may be up to 25' in height and not exceed 100 square feet per face. In addition, each occupancy may have a building-mounted sign up to 1 square foot of sign area per foot of tenant frontage.

   Individual Tenants/Uses:

   Where an individual tenant on a separate parcel not identified on a multi-tenant sign desires a freestanding sign, one such freestanding sign may be allowed. Said sign may be up to 15' in height and must be of a scale compatible with the

development size and frontage, yet be of sufficient size to provide identification, but, in any case, not be greater than 75 square feet per face. In addition, each occupancy may have a building-mounted sign up to 1 square foot of sign per foot of tenant frontage.

6. Parking lots shall be developed in accordance with Section 36.16.A.6 of the Zoning Ordinance and shall be effectively screened from El Camino Real, Marich Way and adjoining uses by landscaping, mounding or fencing, as appropriate, to good design. Improvement of existing parking lots to meet the criteria shall be pursued in conjunction with new development on each unit of land. Parking underground or beneath buildings is encouraged.

RESIDENTIAL AREA STANDARDS

1. The use provisions of the R3* District shall apply to the land designated for exclusive residential use. No more than 68 units may occupy Unit 3 lands. Other residential areas, not including any residential component of a mixed-use development, are limited to a density of 10.5 dwellings per net acre.

2. Residential use shall be encouraged to provide opportunities for accommodations not now available in the neighborhood, such as, but not limited to, provisions for the elderly, condominium ownership, housing for moderate-income families and accommodations for families with children.

Residential Design Criteria (for Areas Designated for Exclusive Residential Use)

The development standards which follow are enacted to ensure proper integration of the allowed uses.

1. Residential standards shall be in accord with the R3* section of the Zoning Ordinance, with the following modifications:

   a. Lands adjacent to existing single-family homes shall be developed to ensure the reasonable privacy of each residential use. Automobile parking and access shall be minimized within the area directly adjacent to single-family developments.

   b. Principal access for all residential uses shall be taken from Clark Avenue and Marich Way, not through commercial uses.

c. Particular design attention shall be given to:

(1) Residential scale and character of the structures.

(2) Creation of private outdoor living areas for each residence.

(3) Relationship to adjacent neighborhood uses.

(4) Provision of recreational facilities for children and adults.

Mixed Residential/Commercial Area Standards

1. Residential uses are required in conjunction with commercial/office uses in the undeveloped (1981) portion of Unit 2 and encouraged in Unit 3 (see Exhibit B) where it can be demonstrated that a quality mixed use of residential and commercial/office will be achieved.

Mixed-Use Design Criteria

In addition to the commercial criteria, a mixed-use development must take into account the following factors:

1. Maximum building height may be increased from 35' to 55' when housing is developed in conjunction with commercial.

2. A density which the City deems appropriate considering site constraints; provided, however, on Unit 2, at least 23 residential units shall be provided and in no event shall the density exceed that allowed in the C3 District.

3. A true mixed-use concept is applied, with residential land use generally behind a commercial/office orientation along El Camino Real.

4. Provision of recreation/open space amenities appropriate to the residential design, but no less than 10 percent of the gross residential floor area.

5. Design of pedestrian and vehicular access, and consideration of shared parking arrangements.

6. The residential component of the mixed-use development shall be designed to achieve acceptable interior and exterior noise levels consistent with the General Plan. Interior noise levels may not exceed 45 $dB(A)_{L10}$ daytime and

35 $dB(A)_{L10}$ nighttime. Exterior noise levels may not exceed 55 $dB(A)_{L10}$ daytime and 45 $dB(A)_{L10}$ for exteriors. Commercial loading docks and trash collection areas should be located to minimize potential conflicts and noise impacts on the residential component.

7. The residential component shall be designed to provide reasonable privacy and separation from commercial activity. Private decks or outdoor areas for each dwelling unit are encouraged.

8. Quality of the proposed site and building design. The mixed-use development on Unit 2 shall be designed in a way to reflect appropriate buffering and due consideration of privacy between the higher-intensity residential component and adjacent single-family and multi-family developments.

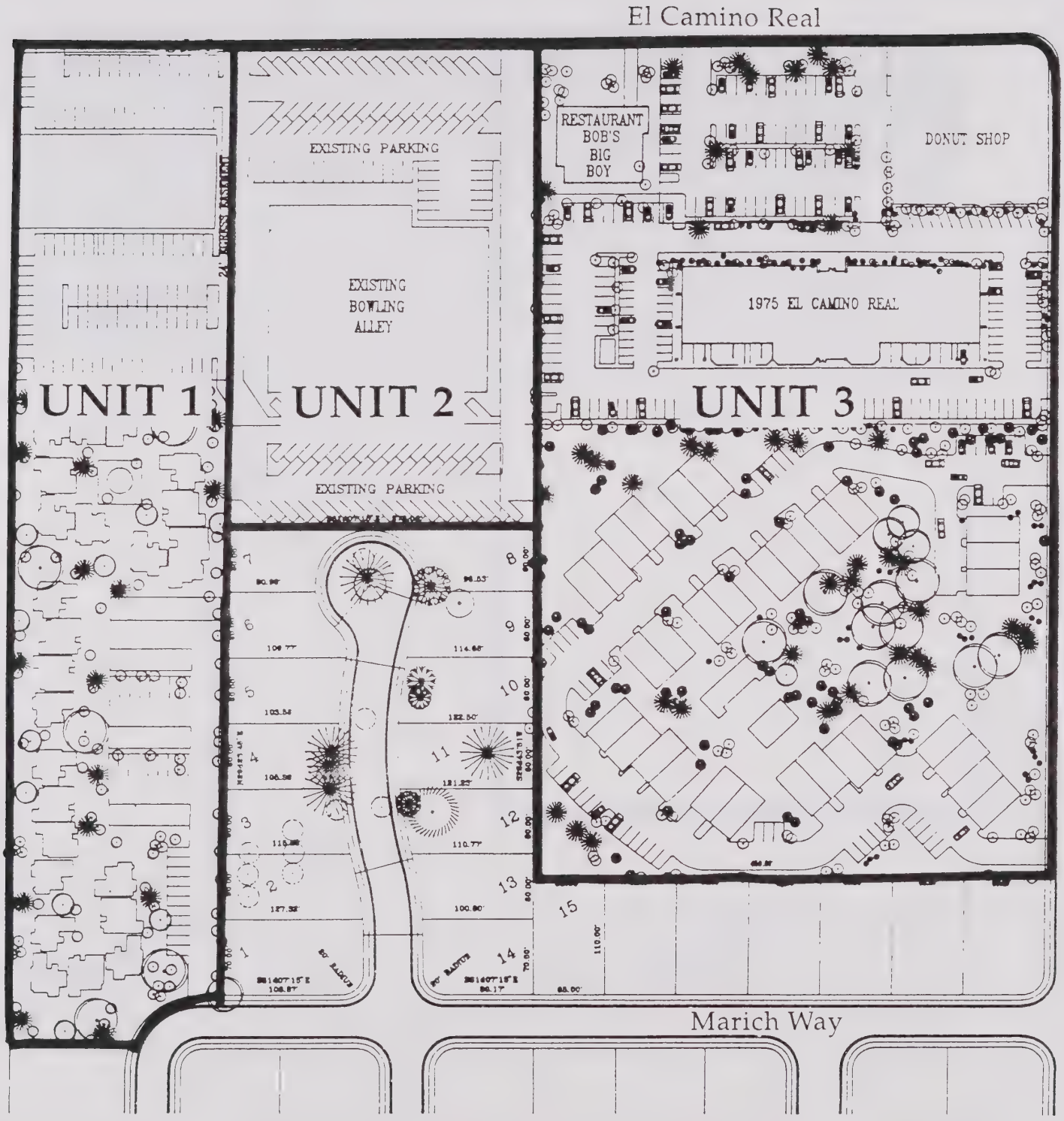
9. All roof equipment shall be screened on all sides and shall be architecturally integrated with the building design.

ADMINISTRATION

All major developments shall be subject to public hearings, reviewed by the Zoning Administrator and Planned Community Permit approval by the City Council as set forth in Sections 36.22.6 through 36.22.10 of the Zoning Ordinance.

After granting of the Planned Community Permit for the major development, the approval of restrained signing (particularly conforming to a sign program), minor site changes, minor building alterations, fences or additional development allowed by the Planned Community Permit and in conformity with this Plan, may be approved through Site Plan and Architectural Review, without necessity of a Planned Community Permit.

KA/PLN/*SAVE*
801-6-18PP

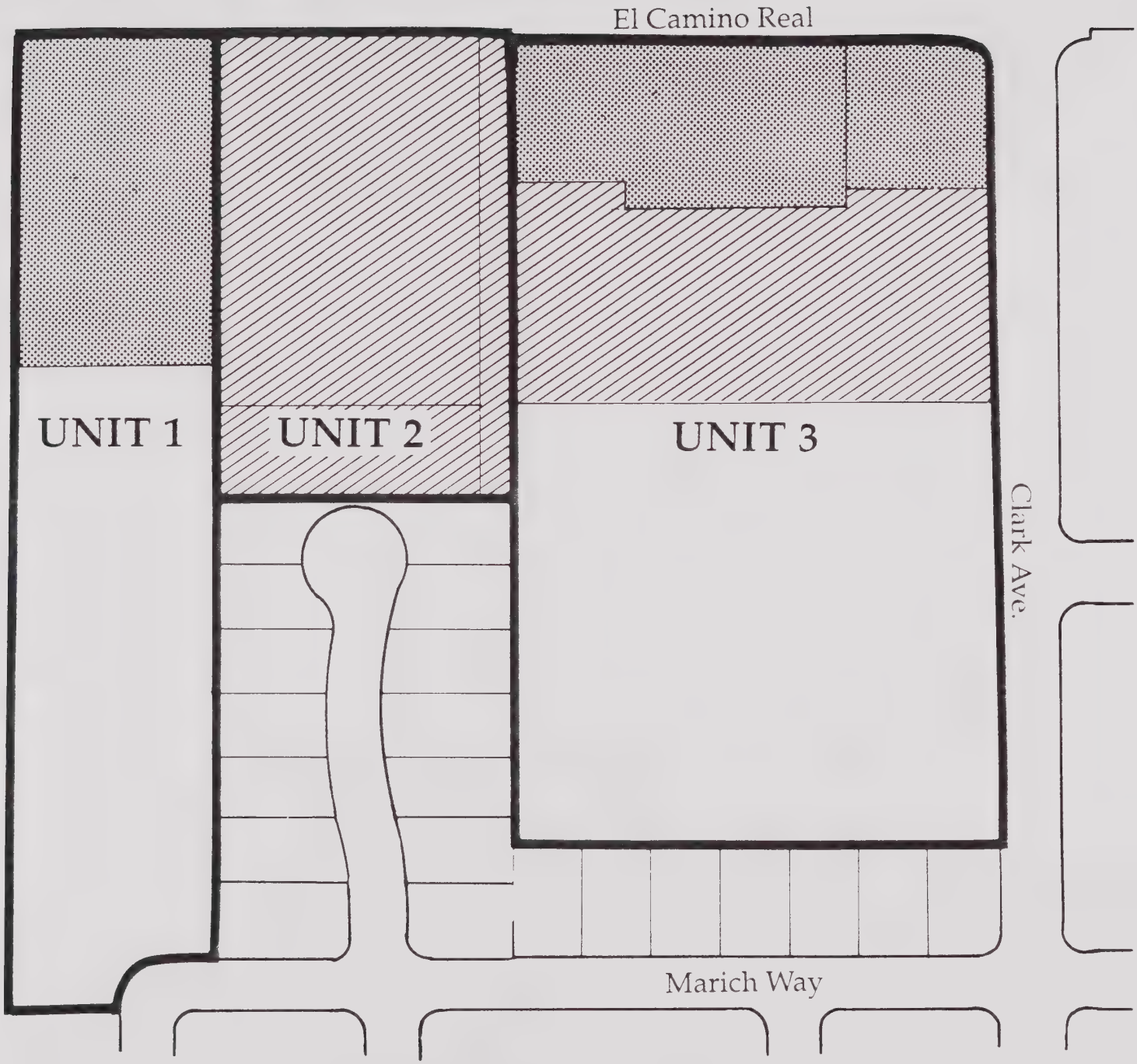


Clark–Marich Precise Plan

Existing Conditions

Exhibit A

NORTH



Clark–Marich Precise Plan

Proposed Land Use

Exhibit B

Commercial

Potential Mixed Use

Residential

NORTH

CITY OF MOUNTAIN VIEW







DOWNTOWN PRECISE PLAN

CITY OF MOUNTAIN VIEW

DOWNTOWN PRECISE PLAN



Downtown Farmer s Market.

DOWNTOWN PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

JANUARY 12, 1988

RESOLUTION NO. 14753

AMENDED	RESOLUTION NO.	SUMMARY
February 29, 2000	16457	Update use and development standards in Areas A through G.

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Castro Street

I. INTRODUCTION

A. GOALS AND OBJECTIVES

The purpose of this document is to provide a coherent framework for downtown development and preservation, which will guide future private-sector actions. As a result of increased development pressure throughout Santa Clara County, downtown Mountain View is experiencing considerable growth and change. The intent of this Plan is to manage that growth by guiding it toward the realization of specific urban design objectives for the downtown. This document outlines these objectives in terms of land use policies, and development standards and design guidelines for 10 specific subareas within the study area.



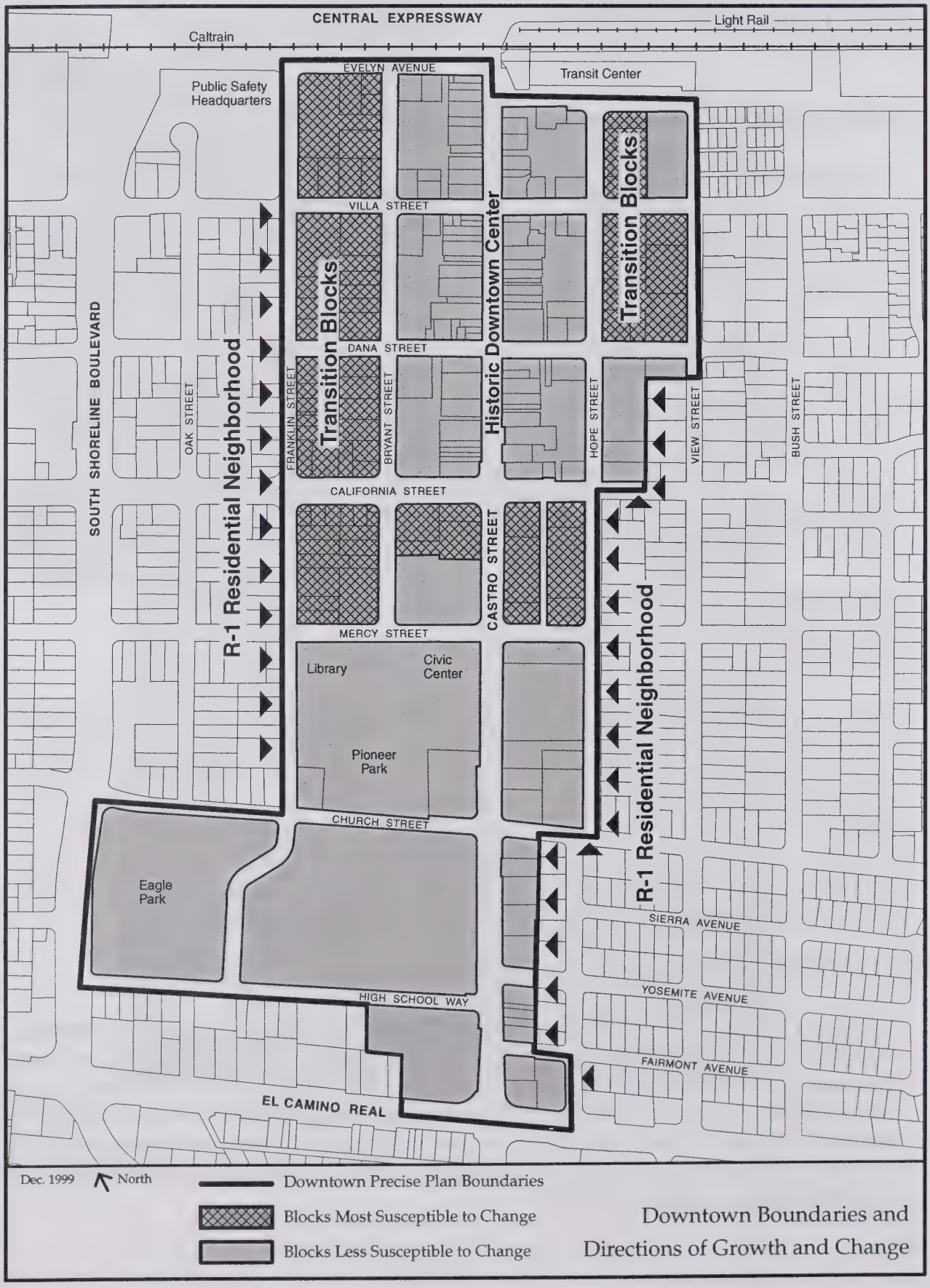
Sidewalk caf s on Castro Street.

B. DOWNTOWN BOUNDARIES AND DIRECTIONS OF GROWTH AND CHANGE

Downtown Mountain View is largely perceived as the four blocks on either side of Castro Street between Evelyn Avenue and Mercy Street, comprising the historic retail district of the City. There is also a mix of uses in the transition areas on either side of the historic Castro Street commercial district. As shown on the following map, the major development opportunities in the downtown are primarily in these transition blocks between Hope and View Streets and Bryant and Franklin Streets. The boundaries of Downtown Precise Plan include these transition areas, the historic Castro Street retail district, the central office core area and areas south of Mercy Street, including the new Civic Center and City Centre mixed-use project.

C. THE VISION FOR DOWNTOWN MOUNTAIN VIEW

Downtown Mountain View is the center and civic focus of the community, and the heartbeat of the City. The downtown is characterized by a concentration of activities, including civic functions and cultural events, as well as a vital residential and commercial district, all of which provide a strong focal point for the City. The downtown is a natural place for everyone to come to be a part of important events that affect the whole community. The downtown is also the natural place to go to meet one s friends, relax outdoors over a cup of coffee, pick up some groceries, find entertainment or just go for a stroll.


CENTRAL EXPRESSWAY
Caltrain
Light Rail
Transit Center
Public Safety Headquarters
EVELYN AVENUE
VILLA STREET
DANA STREET
CALIFORNIA STREET
MERCY STREET
CHURCH STREET
HIGH SCHOOL WAY
EL CAMINO REAL
SIERRA AVENUE
YOSEMITE AVENUE
FAIRMONT AVENUE
SOUTH SHORELINE BOULEVARD
OAK STREET
FRANKLIN STREET
BRYANT STREET
HOPE STREET
VIEW STREET
BUSH STREET
CASTRO STREET
R-1 Residential Neighborhood
Transition Blocks
Historic Downtown Center
Transition Blocks
R-1 Residential Neighborhood
Library
Civic Center
Pioneer Park
Eagle Park
Dec. 1999
North
Downtown Precise Plan Boundaries
Blocks Most Susceptible to Change
Blocks Less Susceptible to Change
Downtown Boundaries and Directions of Growth and Change

Castro Street is the functional and symbolic center of the downtown. It is a townscape, with pedestrian-scaled street spaces, well defined by attractive buildings and activated by the many people who live and work there. It is a place to get out of the car, a place people will want instinctively to walk, rather than drive, through. It is an active and attractive pedestrian environment, defined by special paving, street furniture and landscaping. Major civic and cultural facilities are located there to contribute to the vitality of the area. Castro Street will be easy to find and identify by creating gateways at both El Camino Real and Evelyn Avenue and at its intersection with California Street.

A partnership of the City, the downtown business community and the community as a whole will work together to ensure that adequate parking is provided and that the flow of traffic is both efficient and sensitive to the concerns of nearby residential neighborhoods. The transit center will be an asset to the downtown, a way of bringing people to downtown Mountain View as a destination, a place they can get off, stroll and shop, then return to their homes using public transportation.

The historic retail district of Castro Street will continue to provide a continuous frontage of retail and restaurant uses at the ground level. New buildings will be sensitive to the historic storefront scale and architecture on this street. Side and rear entrances to retail and restaurant spaces will be both attractive and clean, as much a part of the image that merchants present to the community as the front of the buildings.



1988 artist concept of mixed-use development south of California Street.

The remainder of Castro Street provides mixed retail, office and residential uses that extend the active pedestrian character of historic Castro Street. This area includes larger-scale buildings, including civic buildings, office buildings, residential projects and mixed-use complexes. Buildings in this end of Castro Street will also have ground-level retail and restaurant uses to ensure that the entirety of Castro Street will be an interesting place to visit.

The single-family residential neighborhoods adjoining the downtown area will be protected by creating a transition between the Castro Street commercial activities and the existing single-family neighborhoods bordering the Precise Plan boundaries. These transition areas will be developed as multi-family residential or mixed residential and office uses that are compatible with the adjoining single-family neighborhoods.

The various elements of the downtown will strengthen and reinforce each other. Increased housing downtown will mean more people to support daytime and nighttime downtown businesses. People who work in downtown offices will use the restaurants and retail services. As the downtown becomes increasingly self-sufficient, sustaining a full range of businesses, housing and basic services, the downtown will become an even more attractive place to live and work.



Attractive and lively Castro Street stores.

New buildings in the downtown will be designed to fit into the context of the surrounding properties, both in terms of appearance and use. New buildings will be of the highest-quality design, well crafted and make a contribution to the strong overall downtown character. Building facades will add richness and detail to the public spaces that they define, and public spaces must work for the people who use them.

Downtown Mountain View is not just a physical space but a community of people. The spirit of this community is one of partnership to make and keep Downtown Mountain View a unique and special place, with its own local character. Everyone will strive to maintain the highest standards of maintenance and cleanliness and encourage constant upgrading and improvement of existing buildings and amenities. Just as the downtown is supported by the broader community, the downtown, in turn, will support the broader community by being an exciting, attractive and vital core, a place that defines what is best about Mountain View. It is in the spirit of this vision that these Precise Plan policies, standards and guidelines are intended to serve.



New development at the gateway of California and Castro Streets.

II. DEVELOPMENT FRAMEWORK

A. DEVELOPMENT OBJECTIVES

The following objectives are aimed at achieving the stated vision for Downtown Mountain View:

- ¥ Enhance the role of Castro Street as the functional and symbolic center of the community by creating an active and attractive pedestrian environment with strong connections to adjacent areas and by including major civic and cultural facilities as focal points along its length.

- ¥ Coordinate private development and public improvements in the downtown, allowing for the revitalization of the district in a way that achieves a balanced program of parking with residential, office and retail activities.

- ¥ Encourage the development of residential uses as a means of creating an active downtown neighborhood with an attractive daytime and nighttime environment.

- ¥ Preserve adjacent residential neighborhoods in the downtown and establish clear planning boundaries to prevent disinvestment.

- ¥ Create a distinctive destination-oriented image and identity for downtown by encouraging high-quality development and public improvements.

B. LAND USE POLICIES

- ¥ Concentrate retail and restaurant uses along Castro Street and extend them to El Camino Real. Create a distinctive, destination-oriented image for the street.

- ¥ Focus new office development on the 400 blocks, Eagle Square and Civic Center blocks.

- ¥ Focus new residential development in the Transition Areas.

- ¥ Ensure that sufficient and well-designed parking is provided for all new development. Maintain and encourage convenient parking for retail and restaurant uses.

- ¥ Preserve and enhance existing downtown residential neighborhoods:

    a. Create appropriate transitions in scale and character between the commercial core and existing residential neighborhoods.

    b. Prevent commercial overflow parking from encroaching into residential neighborhoods.

    c. Link neighborhoods to the downtown core with attractive street improvements and pedestrian connections.

C. PARKING STANDARDS AND POLICIES

1. Objectives

¥ Facilitate the development of a convenient and accessible downtown by ensuring that adequate parking is provided.

¥ Provide incentives and shared parking facilities for the creation of a busy and active Castro Street, particularly between Mercy Street and Evelyn Avenue.

¥ Encourage the use of transit, bicycles, shuttles and other alternatives to the automobile to reduce the demand for downtown parking facilities.

2. Parking Requirements

The parking standards that follow apply to new developments and uses, expansions and intensifications of use in the downtown. Figure 1 shows the boundaries of the Downtown Parking District and Downtown Precise Plan. Parking standards in this plan apply to all properties within the Downtown Parking District and Precise Plan areas, except as noted in subsequent sections.

Parking standards for downtown uses are generally based on 90 percent of existing City-wide standards. The 10 percent parking reduction is in recognition of the benefit of shared parking facilities, businesses and homes within walking distance, and transit access. In addition, since the impact of these factors is significantly greater in minimizing the need for parking for retail and restaurant uses in a shared downtown setting, the parking standards for these uses have been reduced substantially further.

a. Restaurant and Retail: 3.33 spaces per 1,000 square feet (1/300 square feet).

b. Office: 3 spaces per 1,000 square feet (1/333 square feet).

c. Medical/Dental: 6 spaces per 1,000 square feet (1/166 square feet).

d. Residential: Per City-wide standards (except that one-bedroom units shall require only 1.5 spaces per unit plus guest parking).

e. Other Uses: 90 percent of existing City standard.

f. Mixed-Use Development: Parking may be reduced through a public hearing process on a case-by-case basis. This may be warranted based on day versus evening, weekday versus weekend, etc. Shared parking between properties would require recorded easements which could not be modified without the City s consent.

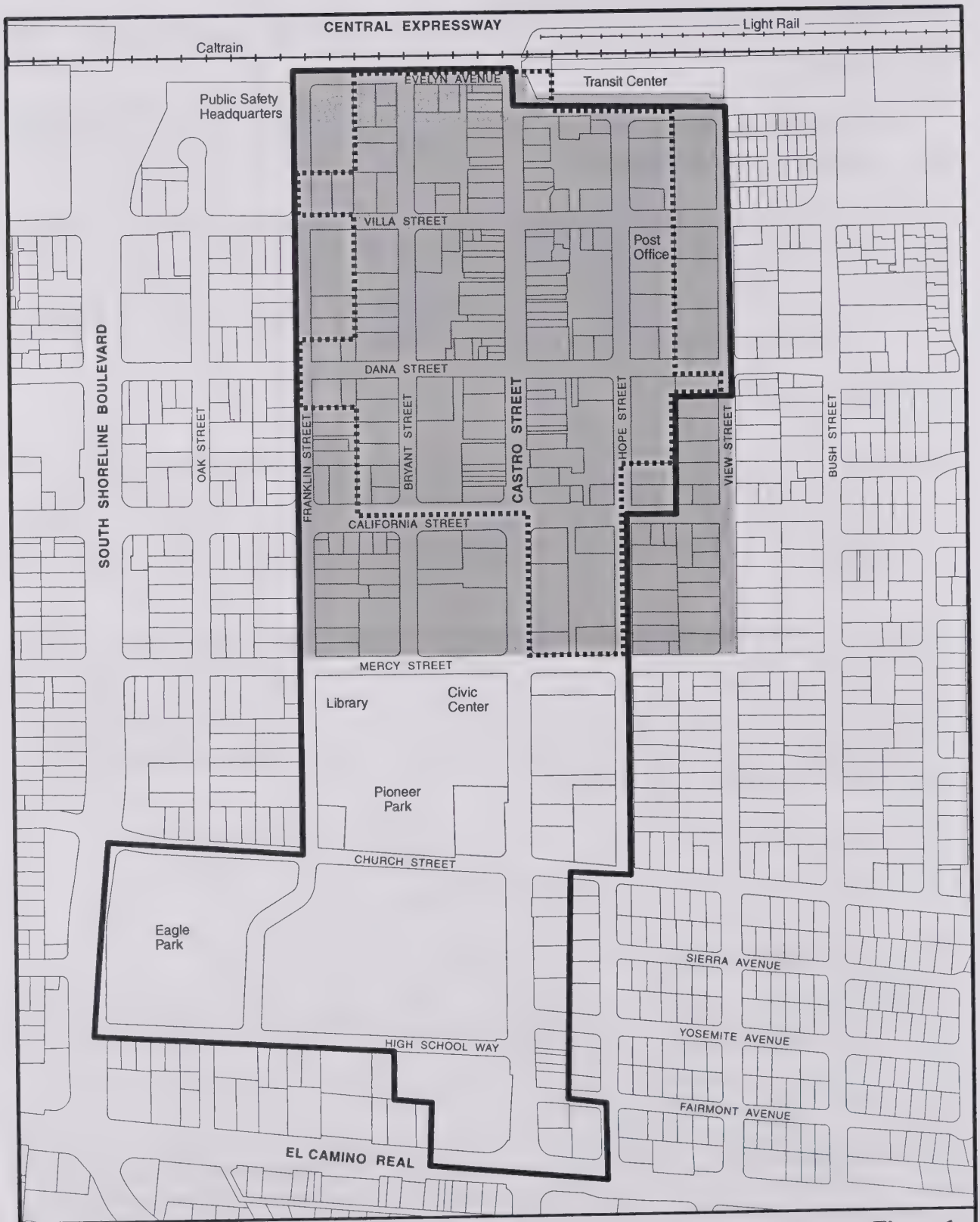


Figure 1.
Downtown Mountain View
Boundaries of Downtown Districts

3. Renovation and Remodeling

A building may be remodeled for the same or a less intensive use and no new parking would be required unless new floor area is added.

4. Change of Use in Existing Buildings Outside the Parking District

Existing buildings that increase in intensity of use are required to provide 100 percent of the required parking on-site.

5. Loading Space Requirements

One loading space shall be provided for new commercial and office buildings over 10,000 square feet. For new buildings over 30,000 square feet, an evaluation of the loading space requirements for the project and a comparison of loading space requirements in similar downtown areas must be supplied by the property owner or developer. The Zoning Administrator may adjust these loading space requirements where there are unique circumstances with access to the site or where it is demonstrated that the characteristics of the proposed use would require fewer or more loading spaces. Area H, the historic Castro Street retail district, is exempt from loading space requirements

6. Elevator Requirements

Elevators that go between the below-grade parking garage and the podium level (first floor) are required for residential projects with more than 40 units.

7. In-Lieu Parking Provisions within the Parking District

The in-lieu parking provisions in the Downtown Precise Plan are intended to support shared public parking facilities. Shared parking significantly increases parking efficiency, reduces the cost of parking and makes the most effective use of public parking facilities within the Parking District. Properties within the Parking District are allowed to satisfy some or all of their required parking for new construction through payment of an in-lieu parking fee, rather than constructing the parking on-site. The in-lieu fee is a one-time-only fee that is paid to the Parking District and is used to construct new public parking. The amount of permitted in-lieu parking varies depending on the location of the property. The in-lieu parking allowance is highest for properties fronting on Castro Street, where renovation is encouraged and it is most difficult to provide on-site parking.

a. As a condition of approval of any land use permit issued by the City, a property owner or developer shall provide the required off-street parking or shall pay a parking fee in lieu of providing the required off-street parking, as more specifically defined in this section. The in-lieu parking fee shall be set by resolution of the City Council. The following is the in-lieu parking allowed for properties within the Parking District.

Precise Plan Areas within the Parking District	Amount of In-Lieu Parking Allowed
GROUND FLOOR CASTRO STREET Ground floor of buildings fronting Castro Street[1] (Area H)	No parking required
REMAINDER OF AREA H Upper level of buildings fronting Castro Street and buildings in the remaining Castro Street blocks[2] (Area H)	Up to 100% in-lieu parking
REMAINDER OF PARKING DISTRICT Buildings in the remainder of the Parking District (Portions of Areas A, B, F, and G and all of Areas C and E)	Residential up to 10% in-lieu parking Commercial up to 20% in-lieu parking

b. A higher percentage of in-lieu parking may be approved by the City Council on a project-by-project basis for large projects that add quality, diversity or provide neighborhood-serving retail businesses.

c. Properties within the parking district have the option of providing all required parking on-site.

d. Properties outside the Parking District must provide all of the required parking on-site.

8. Parking Requirements for New Construction in the Parking District

a. On the half-blocks fronting Castro Street, the ground floor is exempt from any parking requirements.

b. For existing buildings fronting on Castro Street, if part of all of an existing building is demolished and replaced by a new building, replacement of existing floor area is exempt from a parking requirement. However, parking must be provided for the net new floor area. (Net new floor area is the gross floor area of the building minus the floor area of the existing building). This additional parking shall be provided according to Precise Plan parking ratios and the in-lieu parking provisions.

c. For existing buildings located in the remainder of the Castro Street blocks (Areas E and H not fronting on Castro Street), only replacement of the ground floor is exempt from parking requirements. For replacement of the upper floors and net new floor area, additional parking shall be provided according to Precise Plan parking ratios and the in-lieu parking provisions.

[1] Refer to the section on Area H for additional, more specific parking standards.
[2] The Castro Street blocks are the one block areas on either side of Castro Street.



Convenient and well-designed Downtown parking.

d. In the remainder of the Parking District (all of Area C and portions of Areas A, B, F and G), parking shall be provided for replacement building area and net new building area. owever, a parking credit will be given for the existing building area at a ratio of 1 parking space for each 500 square feet of existing building area. The total number of spaces generated by this parking credit shall be subtracted from the total parking required for the project to determine the adjusted parking requirement.[3]

9. Change of Use in Existing Buildings within the Parking District

a. All existing buildings that front on Castro Street are exempt from any parking requirement for any changes in intensity of use.

b. For existing buildings located in the remainder of the Castro Street blocks within the Parking District (Areas E and H not fronting on Castro Street), only replacement of the ground floor is exempt from parking requirements. For an intensification of use in the upper floors and net new floor area, additional parking shall be provided according to Precise Plan parking ratios and the in-lieu parking provisions.

[3] The Parking District has provided through a prior bond issue approximately 1,022 parking spaces supporting approximately 530,000 square feet of nonresidential floor area, for a ratio of 1 parking space per 518 square feet. The 1 space per 500 square foot credit acknowledges the parking spaces that have already been provided for existing downtown floor area within the Parking District.

c. In the remainder of the Parking District (all of Area C and portions of Areas A, B, F and G), existing buildings that increase the intensity of use are required to provide new parking. However, a parking credit will be given for the existing building area at a ratio of 1 parking space for each 500 square feet of existing building area. The total number of spaces generated by this parking credit shall be subtracted from the total parking required for the project to determine the adjusted parking requirement.

D. SLIDING RESIDENTIAL DENSITY SCALE

1. Objectives

¥ Establish realistic residential densities based on the number of residential units that are feasible given the standard downtown lot depths and the variety of different lot sizes.

¥ Provide clear direction to developers about potential residential densities, particularly on smaller sites where feasible densities are lower.

¥ Promote quality residential projects that are well integrated with and appropriate for the size of the parcel.



New apartments on Castro Street.

2. Sliding Residential Density Scale Requirements

It has been demonstrated through architectural prototypes that the size of a property will determine the level of residential density that is feasible. Larger properties can accommodate higher densities because there is substantially better parking efficiency. This parking efficiency allows more units per acre of land than is possible on small sites.

The following charts are based on practical densities for typical downtown properties. They show the maximum density that will be allowed based on the size of the property. The minimum required lot sizes are given in the left column, and the maximum allowable densities are given in the right column. As shown in these charts, the highest densities specified for each of the Precise Plan areas will only be allowed on larger sites.

Chart 1. Sliding Scale for Area B

Minimum Lot Area (Square Feet)	Number of Residential Units	Allowable Density (units/acre)
Less than 7,500	1 (plus companion unit[4])	6
7,500	2	12
11,250	6	24
15,000	11	30 (max. density)
22,500	N/A	30 (max. density)

Chart 2. Sliding Scale for Area F

Minimum Lot Area (Square Feet)	Number of Residential Units	Allowable Density (units/acre)
Less than 7,500	1 (plus companion unit)	6
7,500	2	12
11,250	7	27
15,000	11	32
22,500	19	38 (40 max. density)

Chart 3. Sliding Scale for Areas A, C, D, E and G

Minimum Lot Area (Square Feet)	Number of Residential Units	Allowable Density (units/acre)
Less than 7,500	1	6
7,500	2	12
11,250	8	32
15,000	13	38
22,500	22	43
45,000	50	50 (max. density)

[4] Companion units are small secondary units (generally 700-900 square feet) that can be added to properties with existing single-family homes. The development standards and requirements for companion units are specified in Section 36.9.3.(e) of the Zoning Code, except as may be specifically amended by this Precise Plan.

3. Density Adjustment for One-Bedroom Units and In-Lieu Parking

The sliding density charts are based on all the required parking being on-site and a parking requirement of 2 spaces plus 0.3 guest space per unit (as required for two- and three-bedroom units). One-bedroom and studio units require less parking (1.5 spaces plus 0.3 guest space per unit) and, therefore, more units are feasible per acre of land and the practical density is higher. Also, some housing projects may be in the Parking District, and 10 percent of the required parking could be satisfied through payment of an in-lieu parking fee rather than providing the parking on-site. This would also result in a higher feasible density.

In situations where on-site parking has been reduced from the usual standards, the Zoning Administrator may allow a density increase. This increase may not exceed 20 percent of the allowable density under the sliding scale charts, and it must be demonstrated that the project does not compromise any other development standards or design guidelines for the property. Calculations for an increase in density will be pro-rated based on the magnitude of change in on-site parking, for example, the percentage of one-bedroom and studio units or the amount of in-lieu, off-site parking.

4. Senior Housing and Efficiency Studios

The sliding density scale does not apply to senior housing and efficiency studios. Substantially higher densities are possible for these types of housing due to the small size of the units and reduced parking demand.

E. PRESERVATION OF HISTORIC BUILDINGS

Some buildings within the Downtown Precise Plan area were built in the late 19th and early 20th centuries and give the downtown a unique historic character. Many of these buildings are listed on the City s local survey of historic properties for their architectural distinction or their association with the City s prominent early citizens. However, there have been no formal architectural surveys, evaluations or historic research on individual downtown properties. Therefore, before substantial changes are made to buildings that are more than 45 years old, an evaluation of the historic significance of the property must be made.

The City shall determine whether a property or building over 45 years old is eligible to be listed on the California Register of Historical Resources prior to implementing development projects that involve demolition or substantial alteration. A historic structure report shall be submitted with all applications that would result in demolition or substantial alternation of these buildings. A project which complies with the Uniform Building Code and for which no discretionary planning permit is required does not fall under CEQA and is, therefore, not subject to these requirements.



The Mockbee Building, originally constructed in 1906.

F. DEFINITIONS

The following are definitions for terms and phrases used in the Downtown Precise Plan. These definitions are intended to clarify how development standards will be interpreted and applied.

1. Building Height

Below-grade parking structures that do not extend more than 4 above grade will not be counted as a story for the purposes of determining building height. For example, a building with a below-grade parking structure 4 above grade and a three-story building above the parking structure will be considered a three-story building.

2. Front Building Setback

Generally, the front building setback will be measured from the front property line. However, in some areas of downtown, the front property lines extend into an adopted street plan line or street improvements. If the front property line is not the same as the adopted street plan line, then the front setback shall be measured from the adopted plan line as more specifically described in the Zoning Code, Article IV. There are a few areas of the Precise Plan where the

front building setback is measured from the curb, and this has been noted in the development standards for those areas.

3. Floor Area Ratio (FAR)

Floor area ratio is calculated as the ratio of the total gross building area to the total net lot area.

4. Intensification of Use

For the purposes of determining intensification of use, uses that generate more parking than the existing use will be considered an intensification of use. Examples of intensification of use include changing:

- ¥ Housing to office, retail or restaurant;
- ¥ Office to retail or restaurant;
- ¥ Any use to medical offices or group assembly; and
- ¥ Furniture, appliance and floor covering to office, retail or restaurant.

Existing buildings, whether within or outside the Parking District, regardless of the amount of parking provided, may continue to be occupied by the same use or other uses that are no greater in intensity.

5. Open Space Calculations

Automobile-dedicated pavement, such as driveways and parking lots, cannot be included in the calculations for open space. Open space may be situated above parking structures on the parking podium. Pedestrian pathways, porches, stoops, balconies, setback areas and similar open areas also may be included in the open space calculations. These standards reflect the more urban character of the downtown district and are consistent with the standards for multiple-family and townhouse development.

III. AREA-SPECIFIC STANDARDS, GUIDELINES AND PROTOTYPES

A. PLANNING AREAS WITHIN THE DOWNTOWN

Although a major objective of this development program is to promote a coherent and cohesive downtown, it is recognized that the downtown is diverse, with subareas that have their own unique characteristics. In order to create a development program that is appropriate to these diverse conditions, 10 action areas have been identified within the downtown. As illustrated on Figure 2, these include:

Area A Evelyn Avenue Block:	Between Evelyn Avenue, Bryant Street, Villa Street and Franklin Street.
Area B Franklin Street Blocks:	Residential transition blocks between Villa and Mercy Streets.
Area C Bryant Street Blocks:	Mixed-use transition blocks between Villa and Mercy Streets.
Area D Castro Central West:	Office core area defined by Castro Street, Mercy Street, Bryant Street, and California Street.
Area E Castro Central East:	Defined by Castro Street, Mercy Street, Hope Street and California Street.
Area F View/Hope Streets:	Residential transition areas that are the half-block on Hope Street between California and Dana Streets and the half-block on View Street generally between Dana and Villa Streets.
Area G Transit Center:	Blocks located closest to the transit center and defined by Evelyn Avenue, View Street, Villa Street and Hope Street and the half-block on Hope Street between Villa and Dana Streets.
Area H Historic Retail District	The six-block Historic Retail District flanks Castro Street between Evelyn Avenue and California Street.
Area I Civic Center	The Civic Center/Eagle Square/Gateway Center blocks on the west side of Castro Street between Mercy Street and El Camino Real.
Area J Castro Street East	The east frontage of Castro Street between Mercy Street and El Camino Real.

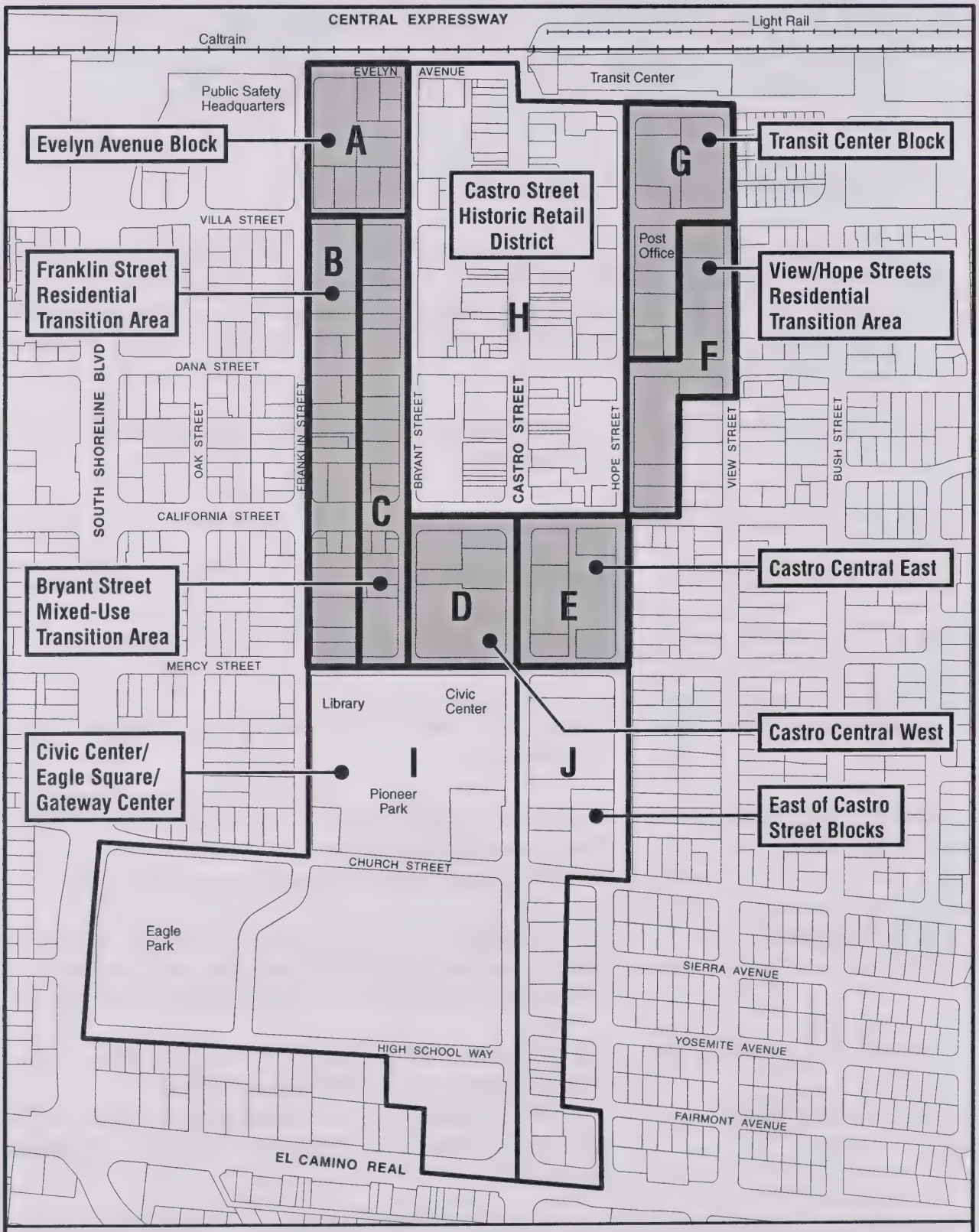


Figure 2.
Downtown Mountain View
Downtown Precise Plan Areas

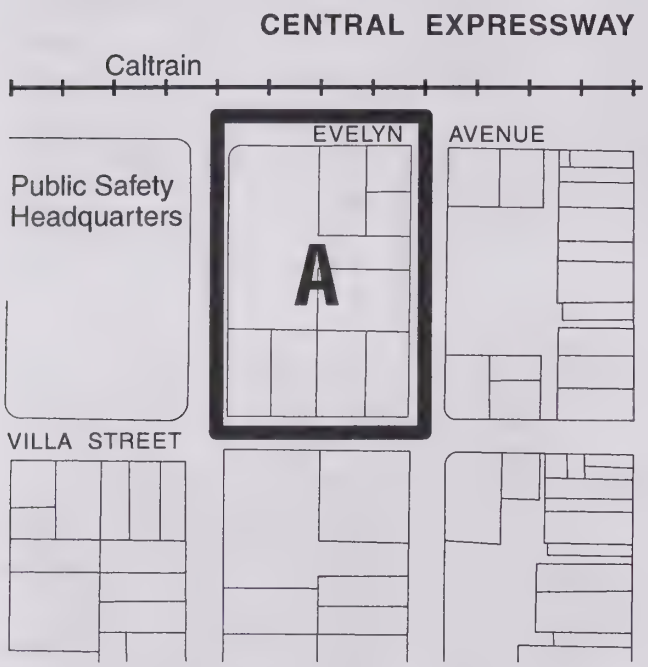
In order to fulfill the City s objectives and the urban design concept for the downtown, a series of development strategies has been devised for each of these subdistricts. While these strategies address specific issues related to each of the sbdistricts, they are also aimed at creating a consistent set of policies for the entire downtown area. In addition to the strategy, specific development requirements and design guidelines have been prepared for each of the subareas. Development requirements specify such factors as use, intensity, height, bulk, yards, setbacks, ground-level uses, parking and service area requirements. These development controls are based on an understanding of a range of development prototypes that could result from application of the development standards and guidelines. Design guidelines, on the other hand, are intended as recommendations for the architectural treatment and organization of buildings and open space and are the suggested criteria for reviewing projects during the design review process.



1988 artist concept of Castro Street near City Hall.

AREA A. EVELYN AVENUE BLOCK

A. DEVELOPMENT STRATEGY



The Evelyn Avenue block is envisioned as having a mix of commercial and residential uses. Retail businesses, restaurants and offices would be focused on Villa Street, which is one of the principal entrances to downtown. On Villa Street, ground-level businesses should be primarily retail stores and restaurants. The rest of the block is an opportunity for more downtown housing in a location close to the new Transit Center, shopping and dining. Since this block is close to the railroad lines and Central Expressway and is not immediately adjacent to single-family neighborhoods, it can comfortably accommodate a four-story building height and more development intensity than the downtown transitional areas.

Open space areas will have an urban character consistent with a downtown location. The primary purpose of these open space areas is to provide light, air and a visual separation between buildings and residential units. Side and rear yard setbacks are intended to provide room for significant landscaping, including shrubs and trees for screening.

To maintain an attractive and lively pedestrian environment, parking should be below-grade or in parking structures. In-lieu parking is allowed on part of this block, and there may be an opportunity for more shared parking and joint development of the City-owned temporary parking lots, which are not within the Parking District. Residential projects should ensure adequate on-site parking for residents of the project, and off-site, in-lieu parking should be primarily reserved for guests.

B. DEVELOPMENT REQUIREMENTS

1. Permitted and Provisional Uses

Permitted Uses Fronting on Villa Street

a. Retail, not including drive-up or drive-in services;

b. Restaurant, including serving of alcoholic beverages clearly ancillary to food service; not including drive-up or drive-in services;

c. Offices;

d. Art galleries;

e. Personal and business services; and

f. Residential uses at up to 50 units per acre on the upper levels (second to fourth floors).

Provisional Uses Fronting on Villa Street

a. Theatres, entertainment and indoor recreation uses;

b. Surface parking and parking structures that exceed a height of 4 above finished grade; and

c. Any other business or service establishment that are determined by the Zoning Administrator to be of the same general character as listed above.

Permitted Uses on the Remainder of the Block

a. Residential uses at up to 50 units per acre.

Provisional Uses on the Remainder of the Block

a. Uses listed as permitted uses for properties fronting on Villa Street;

b. Senior housing at up to 60 units per acre;

c. Efficiency studios;

d. Hotels;

e. Child-care centers;

f. Surface parking and parking structures that exceed a height of 4 above finished grade; and

g. Theatre, entertainment and indoor recreational uses.

Prohibited Uses on Villa Street and the Remainder of the Block

a. Bars and nightclubs serving alcoholic beverages not ancillary to food service.

2. Building Height

Maximum building height is four stories.

3. Floor Area Ratio

The maximum floor area ratio is 1.85.

4. Front Yard Setback

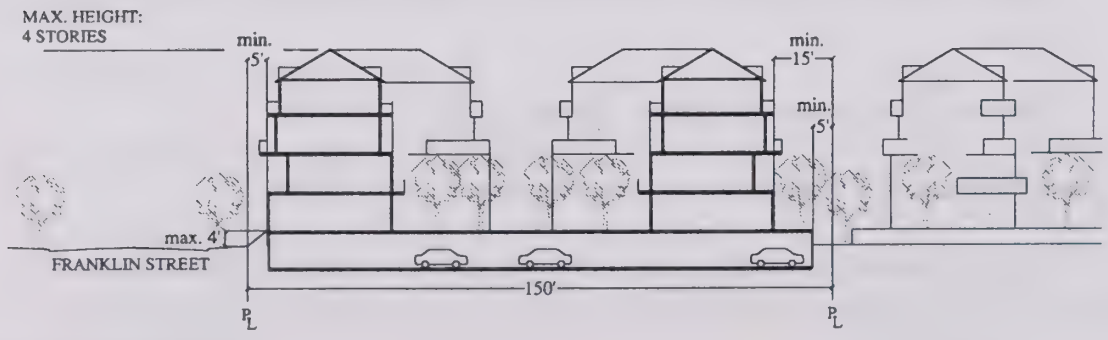
Buildings and parking structures must be set back at least 5 from the front property line. The Zoning Administrator may allow less building setback, especially for commercial businesses fronting on Villa Street, where it can be demonstrated that the setback is compatible with adjacent properties and enhances the streetscape. Porches and steps can be located in the front setback area, provided they are incorporated into an integrated landscape concept where the majority of the setback area is reserved for landscaping.

5. Side Yard Setback

Buildings and parking structures must be set back at least 5 from the side property line. The Zoning Administrator may reduce the building setback, especially for commercial businesses fronting on Villa Street, where it can be demonstrated that the setback is compatible with adjacent properties and enhances the streetscape. Landings and access steps may encroach into the side setback area as long as the majority of the side yard setback area is still reserved for landscaping. Trees that are 24 box size at a minimum spacing of 30 on center must be planted in this area to provide a landscaped buffer.

6. Rear Yard Setback

Buildings must be set back at least 15 from the rear property line. Parking structures (below-grade and at-grade structures) must be set back at least 5 from the rear property line. Stairs or terraces to provide access to this area from the podium open space may encroach into a



Illustrative Section - Area A 1" = 50'

portion of this space. Trees that are 24 box size at a minimum spacing of 30 on center must be planted in this area to provide a landscaped buffer.

7. Open Space

For residential projects, a minimum of 30 percent of the site area must be devoted to open space. For nonresidential projects, a minimum of 20 percent of the site area must be devoted to open space. The Zoning Administrator may reduce the required open space for nonresidential projects, where it is found that such a reduction improves the quality of the project and enhances the commercial storefront character of the downtown district. Landscaped open space areas must include evergreen trees for screening, specimen trees for visual color and attractive shrubs and ground cover.

8. Noise and Ground Vibrations

Residential projects on Evelyn Avenue should be designed to minimize the noise and ground vibration impacts from Central Expressway and the CalTrain line. A noise and vibration analysis prepared by a qualified acoustical engineer is required for all residential projects within 300 of the Evelyn Avenue right-of-way. The acoustical engineer s report shall identify any noise and vibration impacts and measures to reduce these impacts to acceptable levels.

9. Parking

Most properties in Area A are within the Downtown Parking District. Residential development within the District may satisfy up to 10 percent of the required parking through payment of a one-time in-lieu parking fee. Commercial and office development within the District may satisfy up to 20 percent of the required parking through payment of a one-time in-lieu parking fee. Properties that are not in the District must provide all of their parking on-site.

Surface parking is discouraged, although limited surface parking areas that are screened from streets and have generous landscaping may be permitted by the Zoning Administrator through a use permit process. Below-grade parking shall not extend more than 4 above grade and ventilation exhaust grilles or shafts should not be adjacent to public sidewalks or accessways. Any on-site parking garage must be accessed in a safe, attractive manner and must not interfere with the orderly flow of traffic on public streets and parking lots.

10. Service Access

Trash and loading areas should be well screened from public view and located away from adjacent residential uses. An alley easement shall be provided along the south property lines of the residential areas, adjacent to the Villa Street businesses, to provide access to the residential projects and service access to the Villa Street businesses. On-site trash receptacles should be consolidated in one area that is easily accessible for garage pickup from a street or alley.

C. DESIGN GUIDELINES

These are recommendations for the architectural treatment and organization of buildings and open space, and are the suggested criteria for reviewing projects during the design review process.

1. Ground-Level Treatment

Primary pedestrian access to all ground-level uses should be from the sidewalk along the public street. Commercial development should meet the guidelines for ground-level treatment outlined in the Historic Retail District. The finished floor elevation of commercial development should not be greater than 1 above sidewalk level. Access to individual residential units should also be from the sidewalks, using front porches, steps, stoops, landscaped setbacks and similar features to create a transition from public to private areas.

Particular attention should be given to craftsmanship and detailing within the pedestrian s range of touch and view. For instance, the use of special storefront detailing, facade ornamentation, special materials, flower boxes, flags and banners can reinforce the pedestrian nature of the street.

2. Facade Treatment

To maintain the present scale and character of the downtown district, large uninterrupted expanses of horizontal and vertical wall surface should be avoided. Building facades should respond to the relatively narrow increments of development (25 to 50) with variation in fenestration, building materials and/or building planes.

Corner parcels are encouraged to incorporate special features such as special corner entrances, display windows, corner roof features, etc.

3. Windows

Building walls should be accented by well-proportioned openings that provide relief, detail and variation on the facade. Windows should be inset generously from the building wall to create shade and shadow detail. The use of high-quality window products that contribute to the richness and detail of the facade is encouraged.

4. Development Massing

In Area A, buildings can be up to four stories, which is taller than the historic Castro Street commercial district and other downtown transition areas within the Precise Plan. This additional height requires particular attention to the massing of the buildings to ensure an appropriate transition with surrounding development. New residential development on large parcels should emphasize individual units and echo the narrow parcel increments in the his-

toric Castro Street commercial district. Commercial development on Villa Street should be a visual extension of the Castro Street commercial district and be sensitive to the traditional building size and storefronts on Castro Street.



New residential development in Area A.

5. Setbacks

Building setbacks in Area A are intended to create a transition between the hardscape, urban environment on Castro Street and the front lawns and suburban setting in the downtown neighborhoods. Building setbacks should be abundantly landscaped to provide screening and introduce more trees and plantings in this area. Landscaped setback areas should be integrated with buildings by providing openings in the building walls that connect the perimeter landscaping with interior courtyards and pathways.

6. Roof Treatment

Interesting and varied roof forms are encouraged. Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building.

7. Open Space

Open space within the downtown area is not intended to provide recreational space or large landscaped areas, since this is a more urban environment and there are ample recreational opportunities downtown in Pioneer and Eagle Parks. However, open space is an important element and should be used to effectively articulate building forms, promote access to light and fresh air, and maintain privacy for downtown residents.

In residential development, most open space should be used to provide attractive amenities for residents, including interior courtyards and perimeter landscaping. Commercial development should typically have less open space in order to maintain a direct pedestrian relationship and continuous storefront streetscape. Open space for nonresidential projects should provide a visual amenity for the complex and an attractive buffer to adjacent residential uses.

8. Building Materials

Building materials should be richly detailed to provide visual interest. Reflective glass is considered an undesirable material because of its tendency to create uncomfortable glare conditions and a visual barrier between pedestrians and activity inside stores and restaurants. Metal siding and large expanses of wood siding are also to be avoided. Materials should be light in color: earth tones, pastels or whites accented with dark or bright colors are considered compatible with existing architecture in the area. Roofing materials and accenting features such as canopies, cornices, tile accents, etc. should also offer color variation. Residential building materials should include quality details such as wrought iron, wood-framed windows, wood brackets and tile roofs.

9. Special Conditions

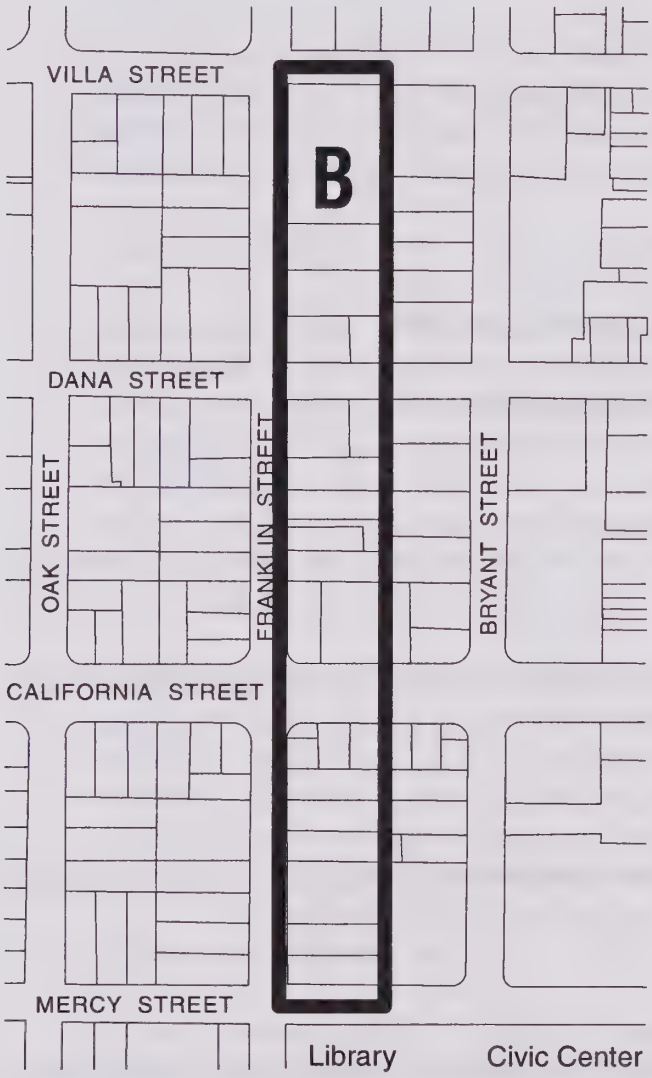
Buildings fronting Evelyn Avenue should recognize the role of this street as a highly visible edge of the downtown district by paying particular attention to upper-level treatment and detailing that is recognizable and distinctive from a distance (colorful canopies, fenestration, interesting roof forms, facade ornamentation, etc.).

10. Site Access

Curb cuts should be minimized to promote traffic and pedestrian safety and create cohesive landscaping and building facades. A maximum of two curb cuts should be provided for projects requiring 30 parking spaces or more; for projects with less than 30 spaces, only one curb cut should be provided. One-way driveways should have curb cuts with a fully depressed width no greater than 12 ; two-way curb cuts should be no greater than 22 . Primary access to the residential projects should be from an alleyway that extends from Bryant Street to Franklin Street along the southern property lines of the residential areas.

AREA B. FRANKLIN STREET RESIDENTIAL TRANSITION AREA

A. DEVELOPMENT STRATEGY



The preservation of downtown neighborhoods is an important objective, requiring that new development in the downtown transition sensitively to the one- and two-story single-family homes in surrounding neighborhoods. To ensure such a transition, Area B along Franklin Street between Villa and Mercy Streets has been set aside primarily for residential use. This area has a strong residential character. Existing development is primarily one- or two-story single-family homes and small apartments. Franklin Street defines the boundaries of the Precise Plan and the edge where the commercial downtown district transitions to the surrounding residential neighborhoods.

Residential development in this area is envisioned at a scale and density to create an appropriate transition between the mixed-use zone on Bryant Street and the residential neighborhoods to the west. Limited neighborhood-serving commercial uses can be allowed on the corners of the cross-street where it can be found that they are beneficial to the neighborhood.

Height limits within this district are also intended to provide a proper transition in scale between the mixed-use zone and the single-family homes of the neighborhoods. A maximum three story restricted building height is proposed for this area. This requires the third floor to be tucked into the roofline to reflect the residential architecture of the area. Most of Area B is not in the Parking District, so parking must be provided on-site in these areas. Parking must be fully below grade to be compatible with the at-grade, single-family homes on the other side of Franklin Street or on small sites may be well-screened surface parking.

B. DEVELOPMENT STANDARDS

1. Permitted and Provisional Uses

Principal Permitted Uses

a. Residential dwellings up to 30 units per acre.

Provisional Uses

a. Senior housing up to 50 units per acre; and

b. Companion units on lots with more than 5,000 square feet.

Additional Provisional Uses on Cross Streets and Corner Properties

a. Neighborhood-serving retail or service;

b. Public and quasi-public buildings and uses of a recreational, educational, religious, cultural or public service type; and

c. Any other use which is determined by the Zoning Administrator to be of the same general character as listed above.

Prohibited Uses

a. Bars, nightclubs, establishments providing entertainment or permitting dancing and/or establishments serving alcoholic beverages not ancillary to food service.

2. Building Height

Buildings may be a maximum of three stories provided that the third floor is tucked into the roofline, so that the building looks like a two-story structure. For this restricted three-story height, the eave height shall not be higher than 22 from the curb and the total height to the peak of roof shall not exceed 35 in height.

3. Floor Area Ratio

The maximum floor area ratio is a 1.1 FAR.

4. Front Yard Setback

A minimum 13 front yard building setback is required for buildings and parking structures. Porches and steps may encroach up to 4 into the front setback area, provided they are incor-

porated into an integrated landscape concept where the majority of the setback area is reserved for landscaping.

5. Side Yard Setback

A minimum 5 side yard building setback is required for buildings and parking structures. Landings and access steps may encroach into the side setback area as long as most of the side yard setback area is still reserved for landscaping. Trees that are 24 box size at a minimum spacing of 30 on center must be planted in this area to provide a landscaped buffer.

6. Rear Yard Setback

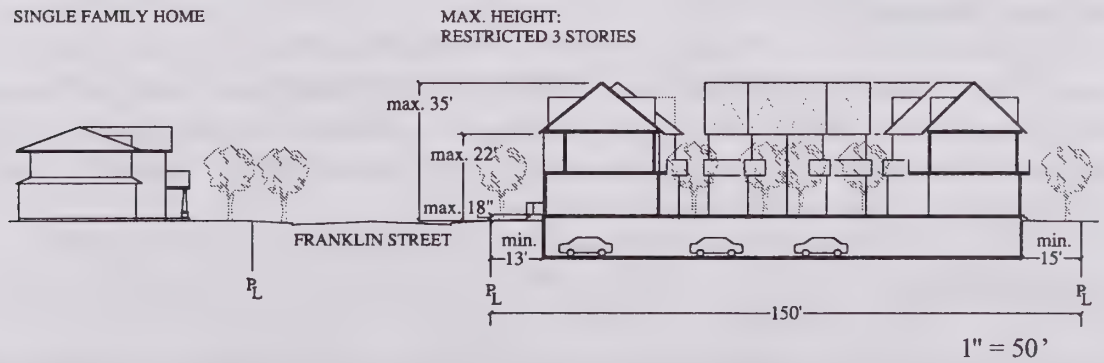
A minimum 15 rear yard setback is required for buildings and parking structures. Surface parking and detached garages up to a maximum height of 15 are permitted to be built within the rear yard but must maintain a minimum 5 setback from the rear property line. Stairs or terraces to provide access to this area from podium open space may encroach into a portion of this space. Trees that are 24 box size at a minimum spacing of 30 on center must be planted in this area to provide a landscaped buffer.

7. Open Space

For residential projects, a minimum of 50 percent of the site area must be devoted to open space. For nonresidential projects, a minimum of 30 percent of the site area must be devoted to open space. The Zoning Administrator may reduce the required open space for nonresidential projects, where it is found that such a reduction improves the quality of the project and enhances the commercial storefront character of the downtown district. Landscaped open space areas must include large specimen trees, flower beds and grassy areas.

8. Ground-Level Treatment

To ensure continuity with the adjacent residential neighborhood, all ground-level units adjacent to Franklin Street must have their principal means of pedestrian access from the side-



Illustrative Section - Area B.

walk along the street. Provisional uses with exceptional design may be permitted a degree of variation from this requirement.

9. Walls and Fences

Freestanding walls or fences over 3 high are not permitted within required yards along streets. Fencing along interior property lines should maintain the residential character of this area and be made of wood or similar good neighbor fencing.

10. Parking

Most properties in Area B are not in the Downtown Parking District. Properties that are not in the District must provide all of their parking on-site. Residential development within the District may satisfy up to 10 percent of the required parking through payment of a one-time, in-lieu parking fee. Commercial and office development within the District may satisfy up to 20 percent of the required parking through payment of a one-time, in-lieu parking fee.

Below-grade parking must maintain the predominant at-grade relationship of homes on Franklin Street and cannot extend more than 18 above grade. Below-grade parking structures should have no ventilation exhaust shafts or grilles adjacent to public sidewalks or accessways.

11. Service Access

Trash and loading areas should be well screened from public view and located away from adjacent residential uses. On-site trash receptacles should be consolidated in one area that is easily accessible for garage pickup from a street or alley.

C. DESIGN GUIDELINES

These are recommendations for the architectural treatment and organization of buildings and open space, and are the suggested criteria for reviewing projects during the design review process.

1. Building Massing

In order to maintain the residential scale of the area and to reflect the character of the adjacent single-family neighborhoods, the massing of residential development should be designed so that individual units are identifiable in the building form. Variation in the roof line throughout the project is encouraged.

2. Roof Treatment

Sloping roofs that are frequently interrupted by dormer windows, loggias, chimneys and

other design elements are preferred to long expanses of uninterrupted roof. The roof line of the development should be broken at minimum intervals of 25 to avoid large expanses of horizontal and vertical wall surface.

3. Windows

Building openings should be well proportioned and composed to give the building facade variation of light and shadow.

4. Ground-Level Treatment

The finish floor elevation of ground-level units should be no greater than 18 above grade. The street-level frontage along Franklin Street should be visually interesting with frequent unit entrances and the primary orientation and configuration of development parallel to the street. Entry porches along the street are encouraged. Long runs of exposed exterior stairs, however, should be avoided. Parking structures, mechanical spaces, vent shafts, etc. should not be visible from the street or sidewalk.

5. Facade Treatment

The facade treatment of residential complexes should distinguish the individual units, with the building wall broken along the street at intervals no greater than 25 . Walls should be well detailed and constructed and should be interrupted by well-composed window openings that give variety, shadow and interest to the elevations. Large expanses of blank walls should be avoided.

6. Building Materials

Residential development should make use of materials, colors and architectural vocabularies that are compatible with those of the California bungalow and Craftsman-style homes that dominate the residential fabric of the downtown neighborhoods.

7. Walls and Fences

Walls and fences should be designed to be compatible with the building vocabulary, and should be divided into modules that offer scale, shadow and variation along their length. Long expanses of unarticulated or unbroken walls and fences should be avoided.

8. Parking Treatment

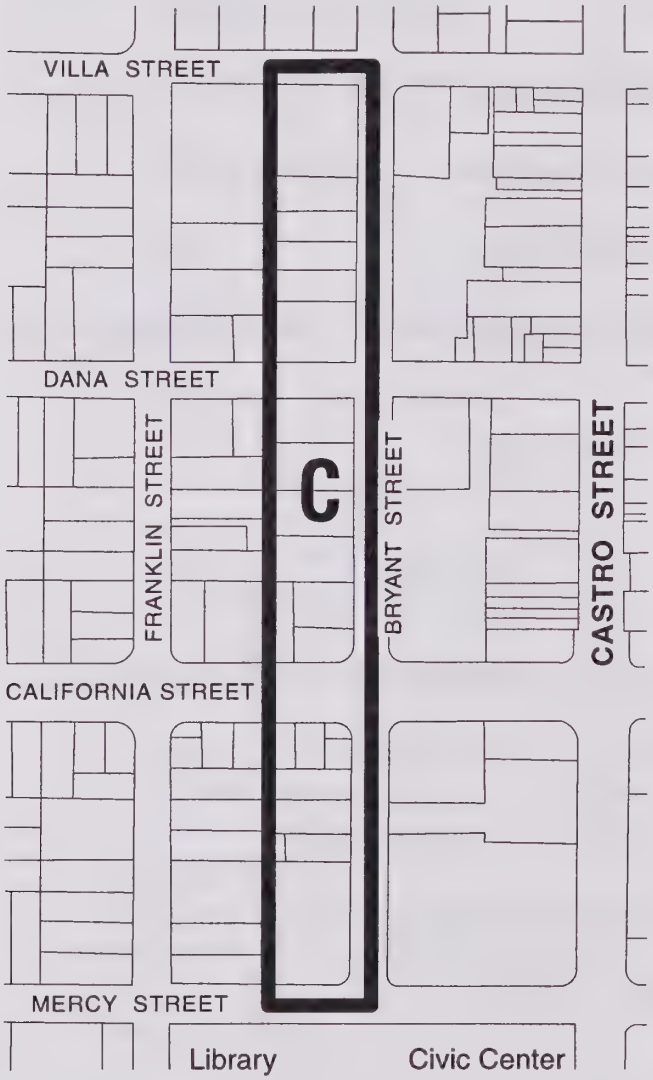
Surface parking areas should take up no more than 50 percent of the open space area and should be generously landscaped and screened from street views. Covered parking garages should be no higher than 15 in height measured to the peak of the roof, with the structure itself well integrated within the architectural vocabulary and configuration of the building.

9. Curb Cuts

Curb cuts should be minimized along Franklin Street. A maximum of two curb cuts should be provided for projects requiring more than 30 parking spaces; for projects with less than 30 spaces, only one curb cut should be provided. One-way driveways should have curb cuts no greater than 12 in width; two-way driveways should have curb cuts no greater than 22 in width.

AREA C. BRYANT STREET MIXED-USE TRANSITION AREA

A. DEVELOPMENT STRATEGY



Large parcels and the possibility of parcel assembly in Area C create attractive opportunities for development that will contribute to the improvement and diversification of downtown. Area C has the most potential for change since most of the properties are vacant or underdeveloped. A critical aspect of new development on these blocks will be the creation of an appropriate transition between the residential neighborhoods and the downtown. Development along Bryant Street should create well-scaled and articulated street walls facing the downtown, giving strong definition to the retail district and creating a distinct character for these streets. A three-story height restriction and FAR limitations will ensure an appropriate transition with Castro Street and to the scale of buildings in adjacent areas.

The mixed-use zone along Bryant Street offers the opportunity for higher-intensity uses that can help to activate the downtown. These uses are envisioned as higher-density, multi-family residential and commercial/office uses that will contribute to the creation of an active daytime and nighttime environment in the downtown area.

The character of these blocks will be similar to traditional urban neighborhoods, with residential uses on the mid-block properties and commercial uses on the corners. This will create a recognizable and consistent pattern of development that will minimize conflicts between commercial and residential uses. It will also strengthen the historic Castro Street district as the main street of Mountain View.

Most of the parking in Area C will be on-site parking, with some guest and customer parking allowed on the adjacent public parking lots. Some front setback is required on Bryant Street to screen below-grade parking structures, provide more landscaping and privacy for residential projects and create a distinctive character for this street.

B. DEVELOPMENT STANDARDS

1. Permitted and Provisional Uses

Permitted Uses on Mid-Block Properties

a. Residential uses at a density up to 50 units per acre.

Permitted Uses on Cross Streets and Corner Properties

a. Retail, not including drive-up or drive-in services;

b. Restaurant, including serving of alcoholic beverages clearly ancillary to food service; not including drive-up or drive-in services;

c. Offices on the upper levels (second to third floors);

d. Art galleries;

e. Personal and business services; and

f. Residential uses at up to 50 units per acre on the upper levels (second to third floors).

Provisional Uses on Mid-Block Properties

a. Uses that are permitted uses on cross streets and corner properties;

b. Mixed-use projects with a minimum site of one-half acre and a 150 frontage;

c. Senior housing at densities up to 60 units per acre;

d. Efficiency studios;

e. Hotels;

f. Child-care centers;

g. Temporary at-grade parking;

h. Surface parking and parking structures that exceed 4 above finished grade; and

i. Any other use which is determined by the Zoning Administrator to be of the same general character as listed above.

Provisional Uses on Cross Street and Corner Properties

a. Ground floor residential uses at densities up to 50 units per acre;

b. Ground floor office uses;

c. Senior housing at densities up to 60 units per acre;

d. Efficiency studios;

e. Hotels;

f. Child-care centers;

g. Temporary at-grade parking;

h. Surface parking and structures that exceed 4 above finished grade; and

i. Any other use which is determined by the Zoning Administrator to be of the same general character as listed hereinabove.

Prohibited Uses on Mid-Block, Cross Streets and Corner Properties

a. Bars, nightclubs, establishments providing entertainment or permitting dancing and/or establishments serving alcoholic beverages not ancillary to food service.

2. Building Height

Maximum building height is three stories.

3. Floor Area Ratio

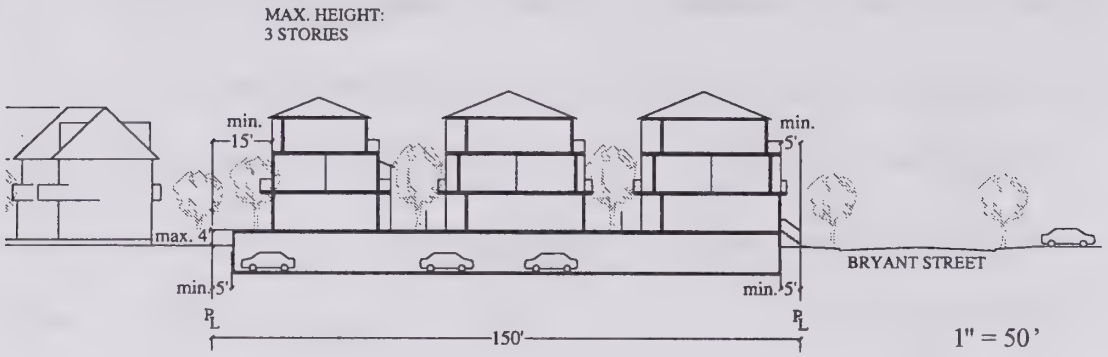
The maximum floor area ratio is a 1.4 FAR.

4. Front Yard Building Setback

Buildings and parking structures must be set back at least 5 from the front property line. Porches and steps may encroach into the front setback area, provided they are incorporated into an integrated landscape concept where the majority of the setback area is reserved for landscaping.

5. Side Yard Setback

Buildings and parking structures must be set back at least 5 from side property lines.



Illustrative Section - Area C.

Landings and access steps may encroach into the side setback area as long as most of the side yard setback area is still reserved for landscaping. Trees that are 24 box size at a minimum spacing of 30 on center must be planted in this area to provide a landscaped buffer.

6. Rear Yard Setback

Buildings must be set back at least 15 from the rear property line. Parking structures must be set back at least 5 from the rear property line. Stairs or terraces to provide access to this area from the podium open space may encroach into a portion of this space. Trees that are 24 box size at a minimum spacing of 30 on center must be planted in this area to provide a landscaped buffer.

7. Open Space

For residential projects, a minimum of 30 percent of the site area must be devoted to open space. For nonresidential projects, a minimum of 20 percent of the site area must be devoted to open space. The Zoning Administrator may reduce the required open space for nonresidential projects, where it is found that such a reduction improves the quality of the project and enhances the commercial storefront character of the downtown district. Landscaped open space areas must include evergreen trees for screening, specimen trees for visual color and attractive shrubs and ground cover.

8. Parking

Most properties in Area C are within the Downtown Parking District. Residential development within the District may satisfy up to 10 percent of the required parking through payment of a one-time, in-lieu parking fee. Commercial development within the District may satisfy up to 20 percent of the required parking through payment of a one-time, in-lieu parking fee. Properties that are not in the District must provide all of their parking on-site.

Surface parking is strongly discouraged, although limited surface parking areas that are screened from streets and have generous landscaping may be permitted by the Zoning Administrator through a use permit process. Below-grade parking shall not extend more than

4 above grade and ventilation exhaust grilles or shafts should not be adjacent to public sidewalks or accessways. Any on-site parking garage must be accessed in a safe, attractive manner and must not interfere with the orderly flow of traffic on public streets and parking lots.

9. Service Access

Trash and loading areas should be well screened from public view and located away from adjacent residential uses. On-site trash receptacles should be consolidated in one area that is easily accessible for garage pickup from a street or alley.

C. DESIGN GUIDELINES

These are recommendations for the architectural treatment and organization of buildings and open space, and are the suggested criteria for reviewing projects during the design review process.

1. Development Massing

The massing of development should be designed to reflect the Historic District s diverse character and scale and its relatively narrow parcel increments of 25 to 50 .

2. Ground-Level Treatment

Primary access to all ground-level uses should be from the street and sidewalk. Commercial development should meet the guidelines for ground-level treatment outlined in the Historic Retail District. The finished floor elevation of commercial development should not be greater than 1 above sidewalk level. Residential development may have a finished floor elevation up to 5 above sidewalk level to provide more interior privacy for residents. Entry porches along the street are encouraged to bridge this change in elevation and connect these units to the sidewalk. The street-level frontage of residential projects on Bryant Street should be visually interesting with frequent unit entrances and strong orientation to the street.

3. Building Materials

Building materials should be richly detailed to provide visual interest and should conform to the guidelines for the Historic Retail District outlined above.

4. Site Access

Curb cuts should be minimized along Bryant Street and, if required, should be located on the east-west streets to maximize visibility and accessibility for traffic circulating between Shoreline Boulevard and Castro Street. Entries to below-grade parking should also be located to the side of a project, rather than the middle, to allow for a more integrated building form and cohesive landscaping.

A maximum of two curb cuts should be provided for projects requiring 30 parking spaces or more; for projects with less than 30 spaces, only one curb cut should be provided. One-way driveways should have curb cuts no greater than 12 ; two-way curb cuts should be no greater than 22 .

AREA D. CASTRO CENTRAL WEST

A. DEVELOPMENT STRATEGY



This block is distinct from the historic Castro Street district to the north because of the high-rise Mountain Bay Plaza building. Area D is the central core for downtown office development. Substantial building heights and development intensity are intended to create a visual focal point for the downtown district and an identifiable core area. There is the opportunity on this block for new, high-quality office development that will create more downtown employment near transit, shopping, dining and housing options. In addition, there is the possibility to create a more attractive height transition between the one- to three-story structures along Castro Street and the 12-story, 150 high Mountain Bay Plaza.

The intersection of California and Castro Streets is one of the gateways into downtown. Buildings on this corner should be particularly well designed, with distinctive architectural features and superior building materials. The ground floors should be devoted primarily to high-quality retail uses that need the large floor plates that would be available in a new office building. Ground-floor uses should present an open, active and pedestrian-oriented storefront that is at the same grade as the sidewalk.

Parking on this block typically will need to be provided on-site since none of the properties are in the Parking District and so in-lieu parking is not permitted. To maintain an attractive and lively building facade, parking should be in fully below-grade structures.

B. DEVELOPMENT STANDARDS

1. Permitted and Provisional Uses

Principally Permitted Uses

a. Retail, not including drive-up or drive-in services;

b. Offices on the upper floors (second to eighth floors); and

c. Restaurants on the ground level, including serving of alcoholic beverages clearly ancillary to food service; not including drive-up or drive-in services.

Provisional Uses

The following provisional uses will be allowed if they can sufficiently demonstrate that they will generate pedestrian activity and streetside interest compatible with the goal of maintaining continuous storefronts and the vital retail district on Castro Street. The criterion of generating pedestrian traffic is most critical for establishments fronting Castro Street.

a. Hotels;

b. Offices on the ground level except that no ground floor office space is permitted fronting on Castro Street and ground floor office space on California Street shall be designed to be easily converted to retail or restaurant use;

c. Personal and business services on the ground level;

d. Banks and financial institutions;

e. Bars, nightclubs, establishments providing entertainment or permitting dancing and/or establishments serving alcoholic beverages not ancillary to food service;

f. Child-care centers;

g. Senior housing at a maximum density of 60 units per acre;

h. Residential uses at a maximum density of 60 units per acre; and

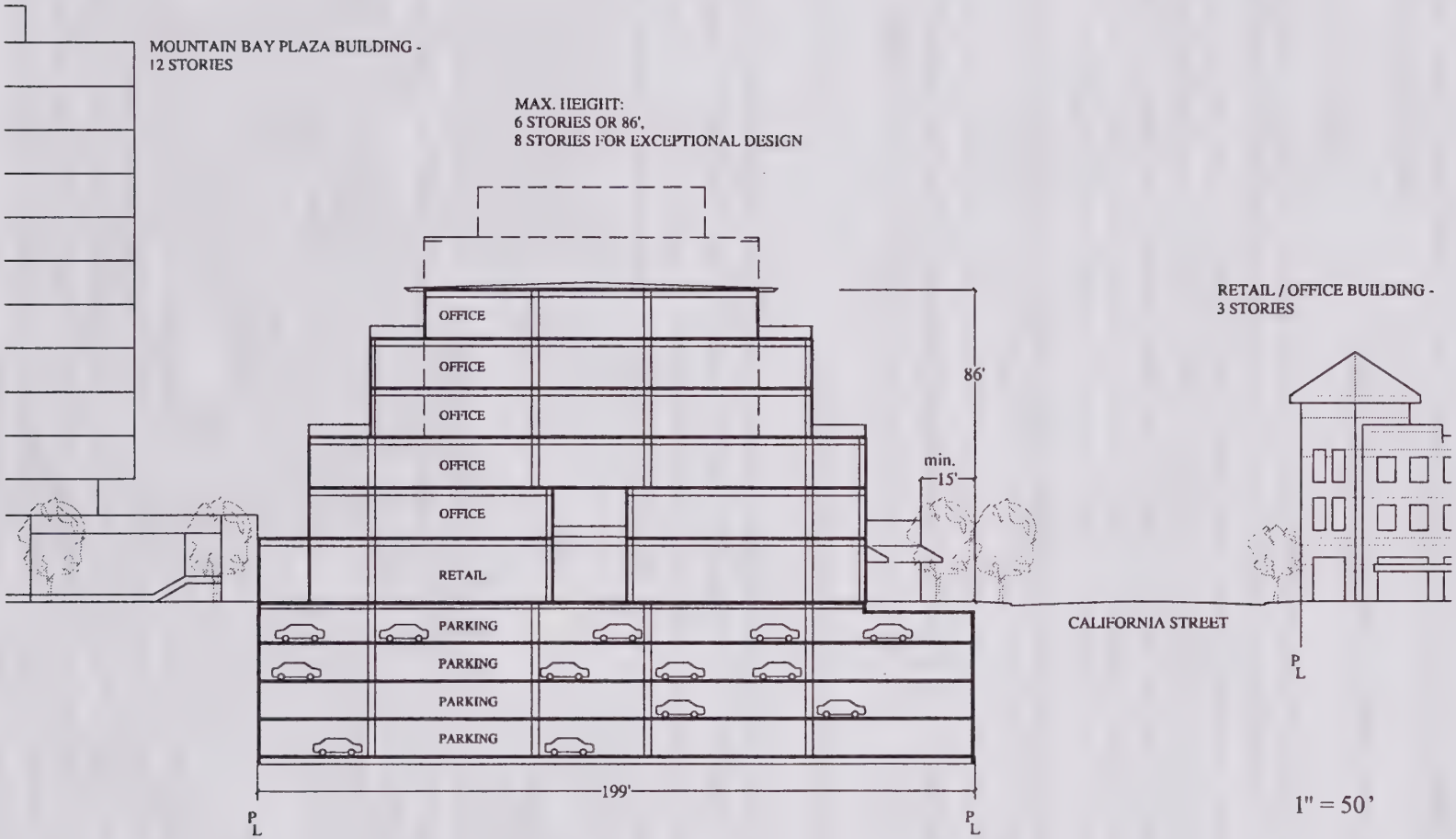
i. Any other use which is determined by the Zoning Administrator to be of the same general character as listed above.

2. Building Height

Maximum building height is six stories or 86 (whichever is less), including roof equipment. A building height of up to eight stories may be authorized by the City Council for exceptional architecture and aesthetic merit.

The first floor fronting Castro and California Streets must be designed to have a minimum ceiling height of 10 in order to accommodate retail, and the floor should be no more than 1 above sidewalk level.

Given the potential height of buildings on this block, great care should be taken to maintain a comfortable pedestrian scale at the sidewalk level. The Zoning Administrator may require special design features or that the building be stepped back to create an engaging pedestrian environment at the ground level.



Illustrative Section - Area D.

3. Floor Area Ratio

The maximum floor area ratio is a 2.75 FAR.

4. Front Yard Building Setback (Castro Street)

Buildings and parking structures must be set back at least 62 from the Castro Street centerline to align with the podium face of the existing Mountain Bay Plaza building at 444 Castro Street and the extent of the Castro Street improvements. Greater setbacks may be required by the Zoning Administrator for portions of the building to preserve trees, accommodate pedestrians and provide courtyards, plazas and similar features that create pedestrian entries into the interior of the site.

5. Side Yard Building Setback (California and Mercy Streets and Interior Property Lines)

Buildings and parking structures must be set back at least 15 from the curb on California and Mercy Streets. No side yard setback is required along interior property lines.

6. Rear Yard Building Setback (Bryant Street)

Buildings and parking structures must be set back at least 15 from the curb on Bryant Street. This will provide a 10 sidewalk adjacent to the curb and 15 setback to match the existing sidewalk and building setbacks at the Mountain Bay Plaza building. A planting strip may be provided between the sidewalk and the building to accommodate additional trees and landscaping.

7. Open Space

A minimum of 20 percent of the site area must be devoted to open space, excluding public sidewalk easements. At least 15 percent of this open space area should be in publicly accessible open space at grade level. The Zoning Administrator may reduce the required open space for nonresidential projects where it is found that such a reduction improves the quality of the project and enhances the commercial storefront character of the downtown district.

8. Parking

Properties in Area D are not in the Downtown Parking District, so off-site in-lieu parking is not an available option unless the site is annexed into the Parking District. Parking shall be fully below grade to place storefronts on the ground level and create a continuation of the Castro Street storefront vernacular. To maintain a consistent building wall and downtown traffic circulation, access to parking garages on this block shall not be from Castro Street. Preferred access to parking is from Bryant Street.

9. Service Access

Trash and loading areas should be well screened from public view and located away from adjacent residential uses.

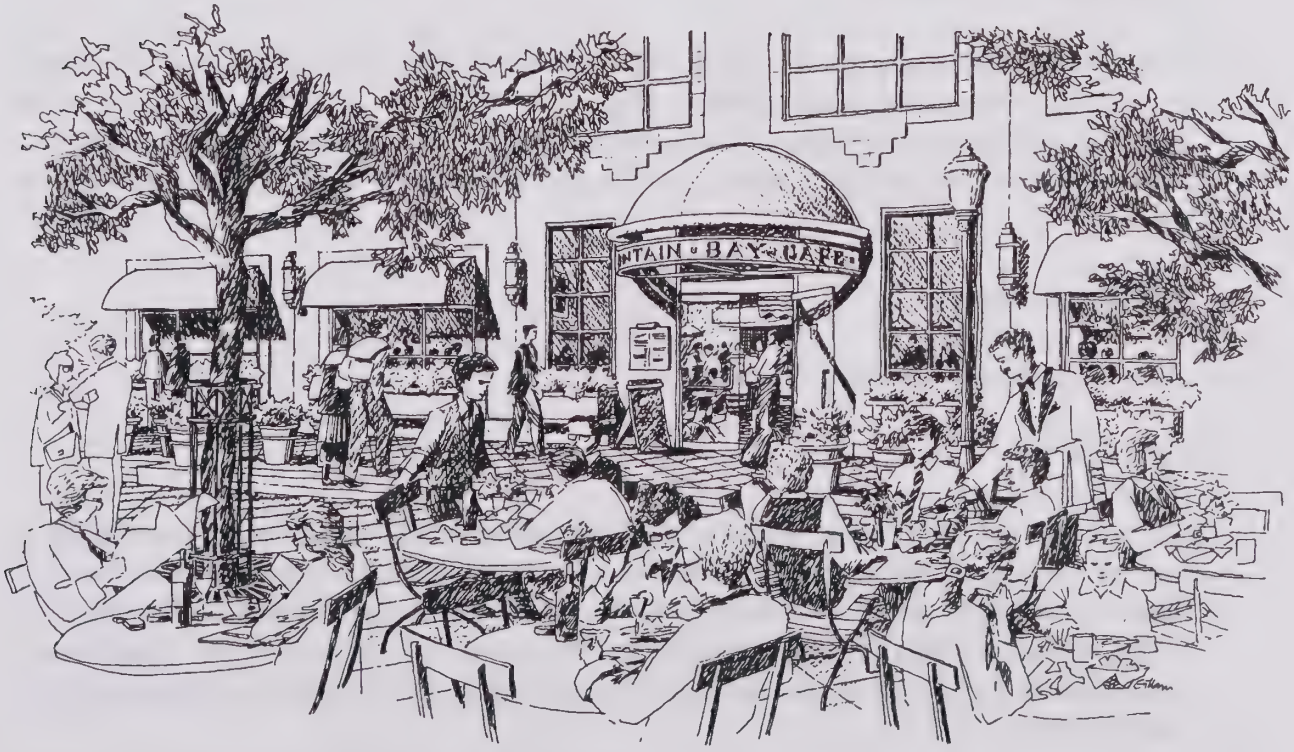
C. DESIGN GUIDELINES

1. Ground-Level Treatment

Primary pedestrian access to all ground-level uses should be from the street. Commercial development should meet the guidelines for ground-level treatment outlined in the Historic Retail District. Retail businesses and restaurants should be oriented to Castro and California Streets. The finished floor elevation of commercial development should not be greater than 1 above sidewalk level and should incorporate transparent, clear windows and multiple entries. Particular attention should be given to craftsmanship and detailing within the pedestrian s range of touch and view. For instance, the use of special storefront detailing, facade ornamentation, special materials, planters, outdoor seating, flags and banners can reinforce the pedestrian nature of the street.

2. Facade Treatment

To maintain the present scale and character of the downtown district, large, uninterrupted expanses of horizontal and vertical wall surface should be avoided. Building facades should



1988 artist concept of sidewalk dining on Castro Street.

respond to the relatively narrow increments of development (25 to 50) with variation in fenestration, building materials and/or building planes.

Corner parcels are encouraged to incorporate special features such as rounded or cut corners, special corner entrances, display windows, corner roof features, etc.

3. Building Materials

Building materials should be richly detailed to provide visual interest. Reflective glass is strongly discouraged because of its tendency to create uncomfortable glare conditions and a visual barrier between pedestrian and activity inside stores and restaurants. Metal siding and large expanses of wood siding are also to be avoided. Materials should be light in color: earth tones, pastels or whites accented with dark or bright colors are considered compatible with existing architecture in the area. Roofing materials and accenting features such as canopies, cornices, tile accents, etc. should also offer color variation.

4. Windows

Building walls should be punctured by well-proportioned openings that provide relief, detail and variation on the facade. Windows should be inset generously from the building wall to create shade and shadow detail. The use of high-quality window materials that contribute to the richness and detail of the facade is encouraged.

5. Open Space Treatment

Open space shall encourage an active pedestrian relationship through the use of closely spaced street trees, courtyards, intimate plazas and varied pavement textures. These open spaces should be made inviting and attractive through the use of container plants, comfortable street furniture, sheltered seating, public art and a strong visual connection with the street.

6. Parking Treatment

All parking must be provided underground.

7. Setbacks

The setbacks for buildings on this block shall be coordinated to create a continuous building wall and integrated development. Increased setbacks in some areas may be needed to preserve Heritage trees and create urban plazas and walkways that invite pedestrians into the site. While the ground-floor facades will create a contiguous building facade, the upper levels must provide enough separation to ensure abundant light and air and the creation of high-quality office space.

The upper levels on midrise buildings should be stepped back to achieve an appropriate pedestrian scale at the ground level and good relationship with existing one- to three-story buildings on Castro Street. This stepback is also necessary to break up the massing of the building so it is more in scale with development elsewhere on the street.

8. Roof Treatment

Interesting and varied roof forms are encouraged. Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building.

9. Special Conditions

Buildings defining the intersection of California and Castro Streets should have exceptional architectural merit. They should incorporate special corner treatments and materials that reinforce the key significance of this intersection within the downtown. Large, blank, monotonous surfaces should be avoided, while surfaces that are rich in detailing and articulation are encouraged.

AREA E. CASTRO CENTRAL EAST

A. DEVELOPMENT STRATEGY



The limited number and large size of properties in Area E present an opportunity for significant redevelopment that could bring major new retailers and neighborhood-serving businesses downtown. Currently, properties on Castro Street are substantially underutilized and do not create the strong downtown focal point envisioned for this and the Mountain Bay Plaza blocks. Parcel assembly is encouraged to open up these development possibilities. New development may be possible in tandem with the public parking lot on this block.

Area E block consists of two distinct half-blocks: one fronting on busy Castro Street and the other fronting on a much quieter Hope Street. Development of the Castro Street half-block is intended to complement the scale of development in Area D. Buildings on the Castro Street half-block are permitted to reach a maximum height of five stories, with parcel assembly. This will achieve a height transition with Mountain Bay Plaza and future office development in Area D and help create a strong visual center for downtown. Ground-floor uses should continue the pattern of pedestrian-oriented storefronts along Castro Street, with office or residential uses on upper floors.

The half-block along Hope Street has a distinctly different and much quieter character than the Castro Street half-block. Development on this half-block must be sensitive to the single-family homes on the other side of this street. Building heights are lower and land uses are restricted to those that are compatible with housing. The existing public parking lot on this half-block serves as a buffer between Castro Street development and the single-family neighborhood east of Hope Street. However, it may be possible to replace the existing surface parking with below-grade parking and allow new private development on this site.

B. DEVELOPMENT STANDARDS

1. Permitted and Provisional Uses

Castro Street Half-Block Permitted Uses

a. Retail, not including drive-up or drive-in services;

b. Restaurant, including serving of alcoholic beverages clearly ancillary to food service; not including drive-up or drive-in services;

c. Art galleries;

d. Offices on the upper levels (second to fifth floors); and

e. Personal and business services on the upper levels (second to fifth floors).

Castro Street Half-Block Provisional Uses

The following provisional uses will be allowed if they can sufficiently demonstrate that they will generate pedestrian activity and streetside interest compatible with the goal of maintaining continuous storefronts and the vital retail district on Castro Street. The criterion of generating pedestrian traffic is most critical for establishments fronting Castro Street.

a. Personal and business services on the ground floor;

b. Offices on the ground floor;

c. Banks and financial institutions;

d. Indoor recreation use;

e. Theaters;

f. Hotels;

g. Child-care centers;

h. Residential uses on the upper levels (second to fifth floors) at densities of up to 50 units per acre;

i. Bars, nightclubs, establishments providing entertainment or permitting dancing and/or establishments serving alcoholic beverages not ancillary to food service; and

j. Any other business or service establishments that are determined by the Zoning Administrator to be of the same general character as listed above.

Hope Street Half-Block Permitted Uses

a. Residential at densities up to 30 units per acre.

Hope Street Half-Block Provisional Uses

a. Neighborhood retail uses;

b. Offices;

c. Child-care centers;

d. Senior housing at densities up to 50 units per acre;

e. The existing church development on the corner of Mercy and Hope Streets; and

f. Any other business or service establishments that are determined by the Zoning Administrator to be of the same general character as listed above.

Hope Street Half-Block Prohibited Uses

a. Bars, nightclubs, establishments providing entertainment or permitting dancing and/or establishments serving alcoholic beverages not ancillary to food service.

2. Height

Castro Street Half-Block

For the half-block facing Castro Street, development shall be a maximum height of three stories and may have a maximum height of five stories if properties are consolidated into sites with one or more acres. In addition, decorative and nonhabitable roof treatment (cupolas, sloping roofs to conceal mechanical equipment, special features) may be permitted, upon design approval, to exceed the five-story height limit.

The first floor fronting Castro Street must be designed to have a minimum ceiling height of 10 in order to accommodate retail, and the floor must be no more than 1 above sidewalk level.

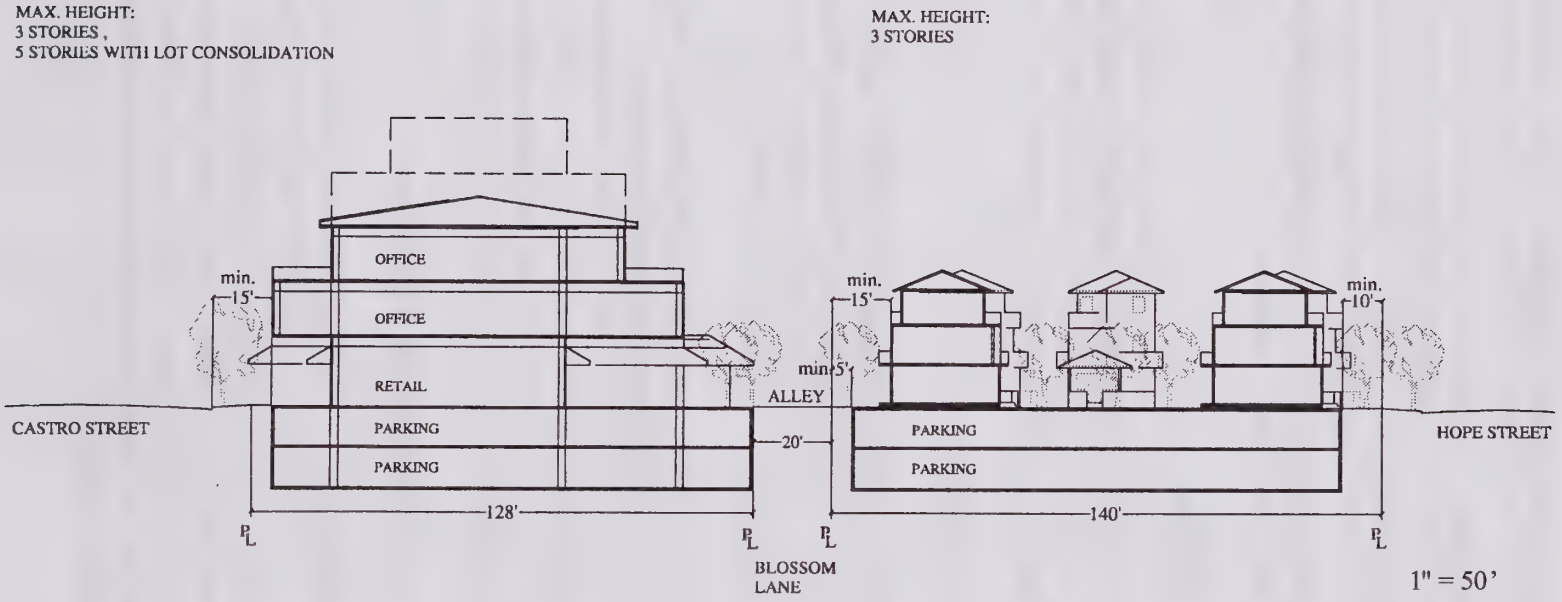
Hope Street Half-Block

For the half-block facing Hope Street, buildings must not exceed three stories in height and should be designed to be sensitive to the scale of homes across the street.

3. Floor Area Ratio

Castro Street Half-Block

The maximum floor area ratio is a 2.0 FAR.



Illustrative Section - Area E.

Hope Street Half-Block

The maximum floor area ratio is a 1.1 FAR.

4. Front Yard Setback

Castro Street Half-Block

Buildings and parking structures must be set back 15 from the face of curb to be consistent with the 15 front setback across the street.

Hope Street Half-Block

Buildings and parking structures must be set back 10 from the front property line.

5. Side Yard Setback

Castro Street Half-Block

Buildings and parking structures must be set back at least 15 from the curb on California Street. No setback is required from interior side property lines.

Hope Street Half-Block

Buildings and parking structures must be set back at least 5 from the side property line. No setback is required from interior side property lines.

6. Rear Yard Setback

Castro Street Half-Block

No setback is required from the rear property line.

Hope Street Half-Block

Buildings and parking structures must be set back at least 15 from the rear property line. Parking structures must be set back at least 5 from the rear property line. Stairs or terraces to provide access to this area from the podium open space may encroach into a portion of this space. Trees that are 24 box size at a minimum spacing of 30 on center must be planted in this area to provide a landscaped buffer.

7. Open Space

For residential projects, a minimum of 30 percent of the site area must be devoted to open space. For nonresidential projects, a minimum of 20 percent of the site area must be devoted to open space. The Zoning Administrator may reduce the required open space for nonresidential projects, where it is found that such a reduction improves the quality of the project and enhances the commercial storefront character of the downtown district. Landscaped open space areas must include evergreen trees for screening, specimen trees for visual color, and attractive shrubs and ground cover.

8. Through-Block Passage

A through-block public pedestrian passageway, similar to those provided within the Historic Retail District, is required to connect the public surface lot along Hope Street with Castro Street. Businesses fronting mid-block pedestrian passageways should provide direct access to those passageways and have attractively framed windows and doorways.

9. Parking

All properties in Area E are within the Downtown Parking District. Residential development within the District may satisfy up to 10 percent of the required parking through payment of a one-time, in-lieu parking fee. Commercial development within the District may satisfy up to 20 percent of the required parking through payment of a one-time, in-lieu parking fee.

Surface parking for private development is discouraged, although limited surface parking areas that are screened from streets and have generous landscaping may be permitted by the Zoning Administrator through a use permit process. On the Castro Street half-block, parking should be fully below grade to keep storefronts at the sidewalk level. On the Hope Street half-block, below-grade parking shall not extend more than 4 above grade, and ventilation exhaust grilles or shafts should not be adjacent to public sidewalks or access ways.

10. Site Access

The development shall not have any curb cuts across Castro Street but must instead use the existing north-south alley at mid-block for all access requirements.

11. Service Access

Trash and loading areas should be well screened from public view and located away from adjacent residential uses. On-site trash receptacles should be consolidated in one area that is easily accessible for garage pickup from a street or alley.

C. DESIGN GUIDELINES

These are recommendations for the architectural treatment and organization of buildings and open space and are the suggested criteria for reviewing projects during the design review process.

1. Development Massing

Although an integrated development approach is encouraged for the Area E, the massing of development should be designed to reflect the downtown s diverse character and scale through variation in roof line, building plane and materials. To this end, the massing of buildings and the treatment of facades, windows and roofs should conform to the guidelines outlined for the Castro Street Historic Retail District and the Bryant Street Mixed-Use Transition Area.

2. Open Space Treatment

Development should incorporate open space that enhances the visual image, quality and amenity of the development, and that reinforces Castro Street as an active and attractive pedestrian street with arcades, passageways, and sidewalk caf s.

3. Parking Treatment

Parking should be within structures well integrated with the overall development. Below-grade parking is encouraged.

4. Ground-Level Treatment

The ground-level treatment on Castro Street should continue the pedestrian-oriented store-front pattern established for the Castro Street Historic Retail District. On Hope Street, the street level frontage should be visually interesting with frequent unit entrances and have a strong residential character. The primary orientation of development should be to the street and sidewalks. Rooflines along Hope Street should be highly articulated to reflect the predominantly 50 wide parcel size of the single-family homes across the street. Entry porches along the street are encouraged.

Ground-level uses adjacent to the public passageway between Castro Street and the City parking lot should open onto the passageway with attractively framed, clear glass windows and distinctive doorways. Particular attention should also be given to the paving and lighting treatment of the passageway.

5. Facade Treatment

The upper-level treatment of development in Area E fronting Castro Street should conform to the guidelines set forth in the.

6. Building Materials

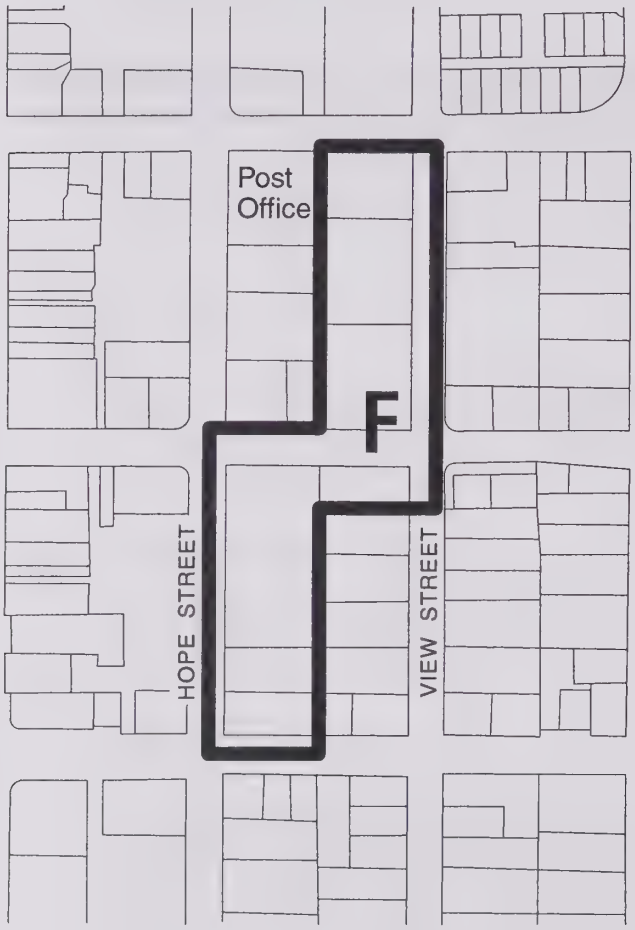
Building materials should comply with the guidelines for the Historic Retail District (Area H) and Bryant Street Mixed-Use Transition Area (Area C).

7. Special Conditions

Buildings defining a portion of the intersection of California and Castro Streets should incorporate special corner treatments that reinforce the key significance of this intersection within the downtown.

AREA F. VIEW AND HOPE STREETS RESIDENTIAL TRANSITION AREA

A. DEVELOPMENT STRATEGY



Area F consists generally of two separate half-blocks: one half-block fronts on Hope Street and the second half-block fronts on View Street. There are several long-term office uses in these blocks, so this area may change very slowly. Both blocks are adjacent to or across the street from residential uses. Therefore, Area F is reserved primarily for residential uses that will be compatible with the neighborhoods. A three-story height restriction and FAR limitations also will ensure an appropriate transition with these homes and with the Castro Street commercial district.

Residential densities for this area are intended to encourage significant new housing opportunities close to the Transit Center. The density and character of this housing will help identify the boundaries of the downtown district while maintaining an appropriate relationship with adjacent housing. Most of Area F is not in the Parking District, so parking will generally be provided on-site. As with other areas in the downtown district, parking should be below-grade to create a rich and varied streetscape that is not dominated by parking lots.

B. DEVELOPMENT STANDARDS

1. Permitted and Provisional Uses

Permitted Uses

a. Residential uses at a density up to 40 units per acre.

Provisional Uses

a. Neighborhood serving retail or service;

b. Public and quasi-public buildings and uses of a recreational, educational, religious, cultural or public service use;

c. Senior housing at densities up to 60 units per acre;

d. Efficiency studios on the Hope Street half-block;

e. Companion units on lots with more than 5,000 square feet;

f. Child-care centers;

g. Surface parking and parking structures that exceed 4 above finished grade; and

h. Any other use which is determined by the Zoning Administrator to be of the same general character as listed above.

Prohibited Uses

a. Bars, nightclubs, establishments providing entertainment or permitting dancing and/or establishments serving alcoholic beverages not ancillary to food service.

2. Building Height

Maximum building height is three stories.

3. Floor Area Ratio

The maximum floor area ratio is a 1.3 FAR.

4. Front Yard Building Setback

Buildings and parking structures must be set back at least 10 from the front property line. Porches and steps may encroach into the front setback area, provided they are incorporated into an integrated landscape concept where the majority of the setback area is reserved for landscaping.

5. Side Yard Setback

Buildings and parking structures must be set back at least 5 from side property lines. Landings and access steps may encroach into the side setback area as long as the majority of the side yard setback area is still reserved for landscaping. Trees that are 24 box size at a minimum spacing of 30 on center must be planted in this area to provide a landscaped buffer.

6. Rear Yard Setback

Buildings must be setback at least 15 from the rear property line. Parking structures must be setback at least 5 from the rear property line. Stairs or terraces to provide access to this area from the podium open space may encroach into a portion of this space. Trees that are 24 box size at a minimum spacing of 30 on center must be planted in this area to provide a landscaped buffer.

7. Open Space

For residential projects, a minimum of 30 percent of the site area must be devoted to open space. For nonresidential projects, a minimum of 20 percent of the site area must be devoted to open space. The Zoning Administrator may reduce the required open space for nonresidential projects, where it is found that such a reduction improves the quality of the project and enhances the commercial storefront character of the downtown district. Landscaped open space areas must include evergreen trees for screening, specimen trees for visual color, and attractive shrubs and ground cover.



High-density housing on Hope Street near the Downtown Transit Center.

8. Parking

Most properties in Area F are not in the Downtown Parking District. Residential development that is in the District may satisfy up to 10 percent of the required parking through payment of a one-time in-lieu parking fee. Commercial development that is in the District may satisfy up to 20 percent of the required parking through payment of a one-time in-lieu parking fee. Properties that are not in the District must provide all of their parking on-site.

Surface parking is strongly discouraged, although limited surface parking areas that are screened from streets and have generous landscaping may be permitted by the Zoning Administrator through a use permit process. Below-grade parking shall not extend more than 4 above grade and ventilation exhaust grilles or shafts should not be adjacent to public sidewalks or access ways. Any on-site parking garage must be accessed in a safe, attractive manner and must not interfere with the orderly flow of traffic on public streets and parking lots.

9. Service Access

Trash and loading areas should be well screened from public view and located away from adjacent residential uses. On-site trash receptacles should be consolidated in one area that is easily accessible for garage pick-up from a street or alley.

C. DESIGN GUIDELINES

These are recommendations for the architectural treatment and organization of buildings and open space, and are the suggested criteria for reviewing projects during the design review process.

1. Ground-Level Treatment

The street-level frontage along Hope and View Streets should be visually interesting with frequent unit entrances and the primary orientation and configuration of development parallel to the street. Entry porches along the street are encouraged. Long runs of exposed exterior stairs, however, should be avoided. Parking structures, mechanical spaces, vent shafts, etc. should not be visible from the street or sidewalk.

2. Facade Treatment

The facade treatment of residential complexes should distinguish the individual units, with the building wall broken along the street at intervals no greater than 25 . Walls should be well detailed and constructed and should be interrupted by well-composed window openings that give variety, shadow and interest to the elevations. Large expanses of blank walls should be avoided.

3. Building Materials

Residential development should make use of materials, colors and architectural vocabularies that are compatible with residential styles in the Old Mountain View neighborhood.

4. Building Massing

In order to maintain the residential scale of the area and to reflect the character of the adjacent single-family neighborhoods, the massing of residential development should be designed so that individual units are identifiable from the building form. Variation in the roof line throughout the project is encouraged.

5. Roof Treatment

Sloping roofs that are interrupted by dormer windows, loggias, chimneys and other design elements are preferred to long expanses of uninterrupted roof. The roof line of the development should be broken at minimum intervals of 25 to avoid large expanses of horizontal and vertical wall surface.

6. Windows

Building openings should be well proportioned and composed to give the building facade variation of light and shadow.

7. Walls and Fences

Walls and fences should be designed to be compatible with the building vocabulary, and should be divided into modules that offer scale, shadow and variation along their length. Long expanses of unarticulated or unbroken walls and fences should be avoided.

8. Parking Treatment

Surface parking areas should be minimized and screened from street views. Underground parking structures that extend above grade should be integrated with the architecture and hidden by berms and landscaping.

9. Curb Cuts

Curb cuts should be minimized along Hope and View Streets. A maximum of two curb cuts should be provided for projects requiring more than 30 parking spaces; for projects with less than 30 spaces, only one curb cut should be provided. One-way driveways should have curb cuts with a width no greater than 12 in width; two-way driveways should have curb cuts no greater than 22 in width.

AREA G. TRANSIT CENTER BLOCK

A. DEVELOPMENT STRATEGY



The Transit Center block is appropriate for a significant level of development that will provide a mix of businesses, services and housing opportunities near the Transit Center. This area is an opportunity to create a lively and active storefront environment that will create an engaging entrance into the City from the Transit Center. The focus of this area will be on ground-floor retail stores and restaurants that extend Castro Street storefront activity to the Transit Center. Residential uses should be primarily located on the upper levels, not on the ground floor, particularly in the block closest to Evelyn Avenue.

Since the Transit Center is a major gateway to the downtown, development in this block should be particularly well designed, with a strong emphasis on the facades facing Evelyn Avenue. Buildings in Area G should be at least two stories to create a substantial entrance to the downtown district. Buildings in this area will also have no front or side yard setbacks to create a continuous building wall, similar to Castro Street. Most of the properties in this block are within the Parking District and will share public parking facilities. On-site parking should be fully below-grade to maintain an attractive and lively storefront environment.

B. DEVELOPMENT REQUIREMENTS

1. Permitted and Provisional Uses

Permitted Uses

a. Retail, not including drive-up or drive-in services;

b. Restaurant, including serving of alcoholic beverages clearly ancillary to food service; not including drive-up or drive-in services;

c. Offices;

d. Art galleries;

e. Personal and business services; and

f. Residential uses at up to 50 units per acre on the upper levels (two to four floors).

Provisional Uses

a. Theatres, entertainment and indoor recreation uses;

b. Residential uses at up to 50 units per acre on the ground level;

c. Senior housing at up to 60 units per acre;

d. Efficiency studios;

e. Hotels;

f. Child-care centers;

g. Surface parking and parking structures that exceed a height of 4 above finished grade;

h. Bars and nightclubs serving alcoholic beverages not ancillary to food service fronting on Hope Street in the 100 block; and

i. Any other business or service establishment that is determined by the Zoning Administrator to be of the same general character as listed above.

2. Building Height

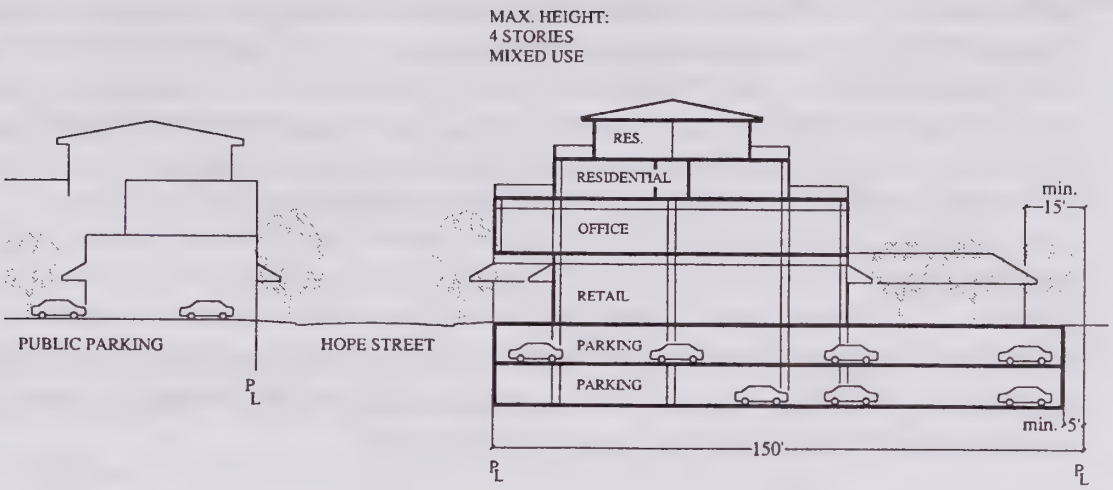
Maximum building height is four stories.

3. Floor Area Ratio

The maximum floor area ratio is a 1.85 FAR.

4. Front Yard Setback

No front yard building setback is required for commercial, office or mixed-use projects with residential on the upper levels. For residential projects with units on the ground level, a 5 front setback is required for buildings and parking structures. The Zoning Administrator may allow less front setback for residential projects where it is appropriate to the type of housing and compatible with adjacent development.



Illustrative Section - Area G. 1" = 50'

5. Side Yard Setback

No side yard building setback is required.

6. Rear Yard Setback

Buildings must be set back at least 15 from the rear property line. Parking structures (below-grade and at-grade structures) must be set back at least 5 from the rear property line.

7. Open Space

For residential projects, a minimum of 30 percent of the site area must be devoted to open space. For nonresidential projects, a minimum of 20 percent of the site area must be devoted to open space. The Zoning Administrator may reduce the required open space for non-residential projects, where it is found that such a reduction improves the quality of the project and enhances the commercial storefront character of the downtown district. Landscaped open space areas must include evergreen trees for screening, specimen trees for visual color and attractive shrubs and ground cover.

8. Parking

Most properties in Area G are within the Downtown Parking District. Residential development within the District may satisfy up to 10 percent of the required parking through payment of a one-time, in-lieu parking fee. Commercial development within the District may satisfy up to 20 percent of the required parking through payment of a one-time, in-lieu parking fee. Properties that are not in the District must provide all of their parking on-site.

Surface parking is discouraged, although limited surface parking areas that are screened from streets and have generous landscaping may be permitted by the Zoning Administrator through a use permit process. In the 100 block of Area G, parking should be fully below-grade and ventilation exhaust grilles or shafts should not be adjacent to public sidewalks or accessways. Any on-site parking garage must be accessed in a safe, attractive manner and must not interfere with the orderly flow of traffic on public streets and parking lots.

9. Service Access

Trash and loading areas should be well screened from public view and located away from adjacent residential uses. On-site trash receptacles should be consolidated in one area that is easily accessible for garage pickup from a street or alley.

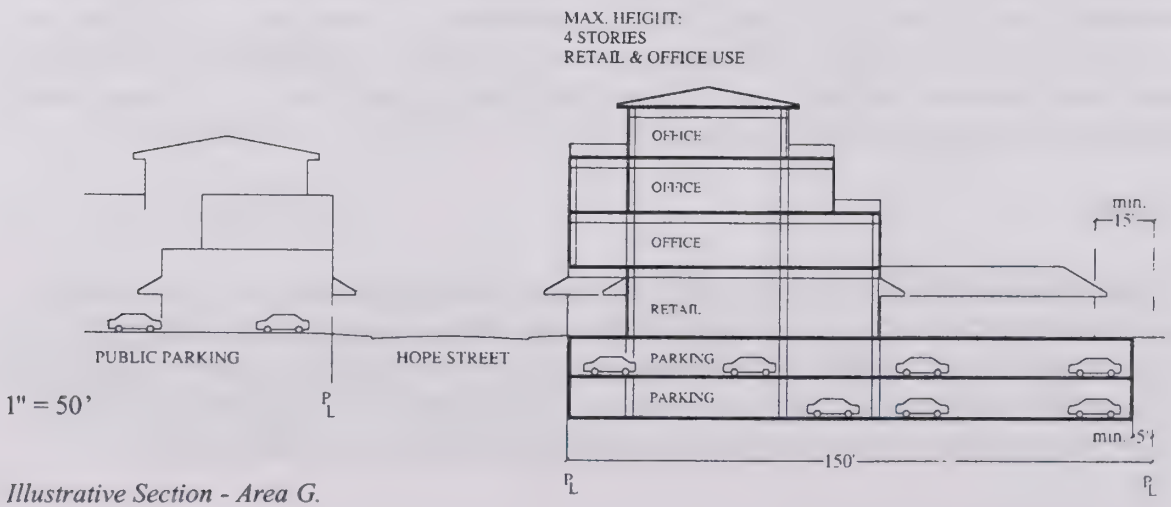
C. DESIGN GUIDELINES

These are recommendations for the architectural treatment and organization of buildings and open space, and are the suggested criteria for reviewing projects during the design review process.

1. Ground-Level Treatment

Primary pedestrian access to all ground-level uses should be from the street. Commercial development should meet the guidelines for ground-level treatment outlined in the Historic Retail District. The finished floor elevation of commercial development should not be greater than 1 above sidewalk level. The finished floor elevation for residential projects can be up to 5 above the sidewalk level. Access to individual residential units should also be from the sidewalks, using front porches, steps and similar features to create a transition from public to private areas.

Particular attention should be given to craftsmanship and detailing within the pedestrian s range of touch and view. For instance, the use of special storefront detailing, facade orna-



Illustrative Section - Area G.

mentation, special materials, flower boxes, flags and banners can reinforce the pedestrian nature of the street.

2. Facade Treatment

To maintain the present scale and character of the downtown district, large, uninterrupted expanses of horizontal and vertical wall surface should be avoided. Building facades should respond to the relatively narrow increments of development (25 to 50) with variation in fenestration, building materials and/or building planes. Corner parcels are encouraged to incorporate special features such as rounded or cut corners, special corner entrances, display windows, corner roof features, etc.

3. Windows

Building walls should be punctured by well proportioned openings that provide relief, detail and variation on the facade. Mirrored glass should be avoided and only clear, transparent glass should be used on the ground level. Windows should be inset generously from the building wall to create shade and shadow detail. The use of high-quality window products that contribute to the richness and detail of the facade is encouraged.

4. Development Massing

In Area G, buildings can be up to four stories, which is taller than the historic Castro Street commercial district and other downtown transition areas within the Precise Plan area. This additional height requires particular attention to the massing of the buildings to ensure an appropriate transition with surrounding development. New development should be a visual extension of the Castro Street commercial district and be sensitive to the traditional building size and storefronts on Castro Street.

5. Setbacks

Building setbacks in Area G are similar to Castro Street setbacks and are intended to promote continuous storefronts with an urban landscape of tree wells and potted plants. Front setbacks are discouraged so that storefronts will be immediately accessible to the pedestrian visually and physically. For residential projects, a 5 setback should be maintained to provide landscape screening and more privacy for the ground units. Side yards are discouraged in favor of contiguous building facades to ensure well-defined streets. In this area, there will be a required rear yard setback to introduce light and air into the buildings and provide a separation between buildings where there are windows in back.

6. Roof Treatment

Interesting and varied roof forms are encouraged. Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building.

7. Open Space

Open space within the downtown area is not intended to provide recreational space or large landscaped areas since this is a more urban environment and there are ample recreational opportunities downtown in Pioneer and Eagle Parks. However, open space is an important element and should be used to effectively articulate building forms, promote access to light and fresh air and maintain privacy for downtown residents. In residential development, most open space should be used to provide attractive amenities for residents, including interior courtyards and perimeter landscaping. Within commercial development, open space should provide a visual amenity for the complex and an attractive buffer to adjacent residential uses.

8. Building Materials

Building materials should be richly detailed to provide visual interest. Reflective glass is considered an undesirable material because of its tendency to create uncomfortable glare conditions and a visual barrier between pedestrians and activity inside stores and restaurants. Metal siding and large expanses of wood siding are also to be avoided. Materials should be light in color, earth tones, pastels or whites accented with dark or bright colors are considered compatible with existing architecture in the area. Roofing materials and accenting features such as canopies, cornices, tile accents, etc. should also offer color variation.



Caltrain, Light Rail, and bus service at the Downtown Transit Center.

9. Special Conditions

Buildings fronting Evelyn Avenue should recognize the role of this street as a highly visible edge of the downtown district by paying particular attention to upper-level treatment and detailing that is recognizable and distinctive from a distance (colorful canopies, fenestration, interesting roof forms, facade ornamentation, etc.).

10. Site Access

Curb cuts should be minimized to promote traffic and pedestrian safety and create cohesive landscaping and building facades. A maximum of two curb cuts should be provided for projects requiring 30 parking spaces or more; for projects with less than 30 spaces, only one curb cut should be provided. One-way driveways should have curb cuts with a width no greater than 12 ; two-way curb cuts should be no greater than 22 .

AREA H. HISTORIC RETAIL DISTRICT

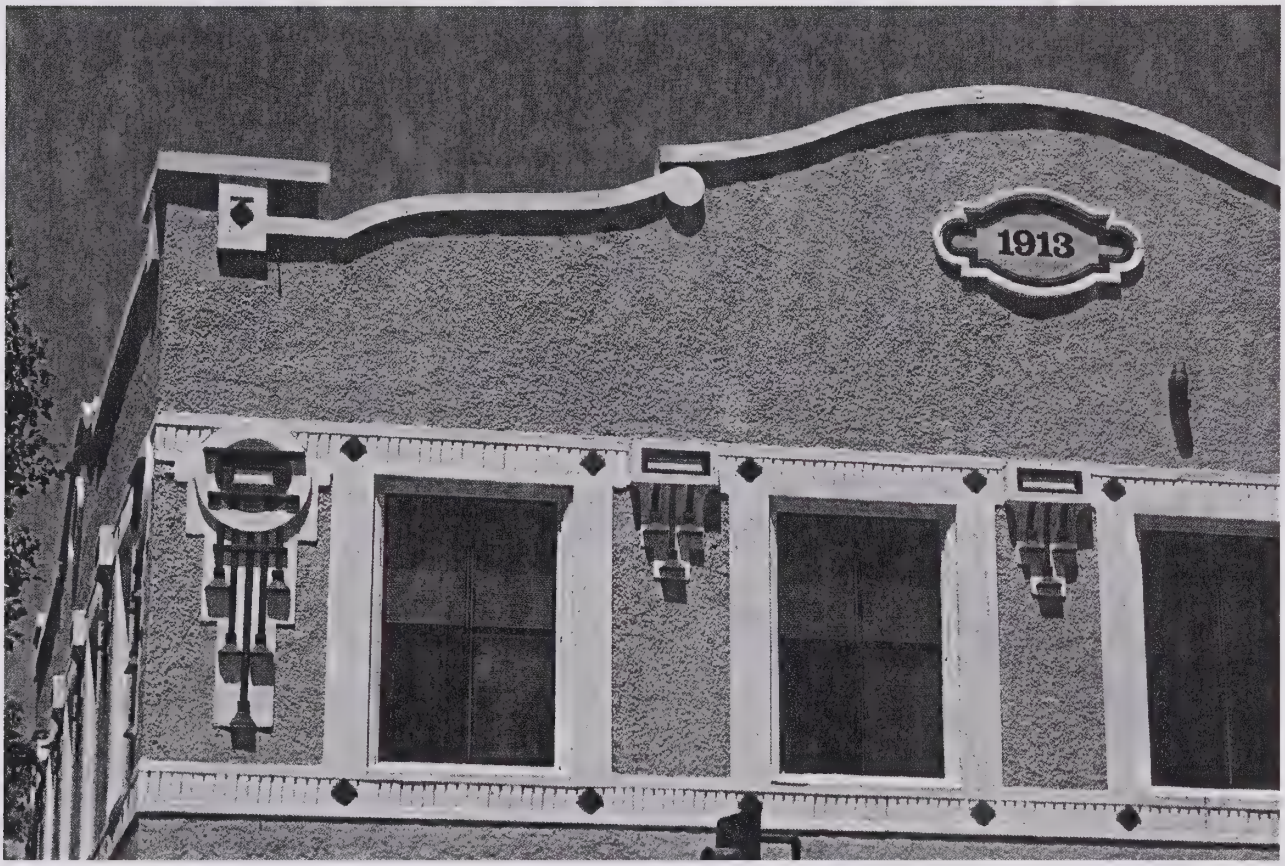
A. DEVELOPMENT STRATEGY



A critical development objective includes the enhancement of Castro Street as the principal focus of the downtown and as an active pedestrian spine with continuous active retail and restaurant uses along its length. The Historic Retail District along Castro Street includes a largely continuous frontage of retail and restaurant uses, and a major component of the development strategy of this area is to reinforce this continuity by requiring that all new development provide active ground-level retail and/or restaurant uses adjacent to the street.

Parking is a critical issue in the Historic Retail District. The previous 100 percent parking waiver zone for all development in the six-block area has attracted several new commercial projects that will add significantly more upper-level office than ground-level retail space, with no provision for parking. Since the City s principal objective is to reinforce the active pedestrian-oriented uses along Castro Street and its immediate side streets, the 100 percent parking waiver will be applied only to ground-level uses in the area (as more specifically detailed in Section II). All other development in this area (including upper-level uses) must provide parking in conformance with the parking standards and policies outlined above in Section II.

While new development in the Historic Retail District is considered desirable to increase the diversity and activity of the area, such improvements should be sensitive infill development within the small parcel increments of the area. In order to maintain the comfortable scale of Castro Street and to ensure an appropriate transition between new development and the existing fabric of one- to three-story structures, a maximum height limit of three floors and a minimum height of 25 has been established.



The Jurian Building, originally constructed in 1913.

B. DEVELOPMENT REQUIREMENTS

1. Permitted and Provisional Uses

Ground-Level Permitted Uses (Castro Street and Side Streets)

a. Retail, not including drive-up or drive-in services;

b. Restaurant, including serving of alcoholic beverages clearly ancillary to food service; not including drive-up or drive-in services;

c. Art galleries; and

d. Theatres.

Ground-Level Provisional Uses (Castro Street and Side Streets)

The following uses will be allowed as provisional uses if they can sufficiently demonstrate that they will generate pedestrian activity and streetside interest compatible with the desired



Architectural treatment recommendations.

Castro Street environment described in the goals and objectives for the downtown. The criterion of generating pedestrian traffic is most critical for establishments fronting Castro Street.

a. Personal services;

b. Business services;

c. Offices, including banks and financial institutions;

d. Medical offices;

e. Bars, nightclubs, establishments providing entertainment or permitting dancing, and establishments serving alcoholic beverages not ancillary to food service;

f. Indoor recreation uses; and

g. Any other business or service establishments which are determined by the Zoning Administrator to be of the same general character as listed hereinabove.

Permitted Uses for Bryant and Hope Street Frontages and All Upper Levels

a. All principal permitted uses listed above;

b. Business and personal services;

c. Offices; and

d. Medical offices.

Provisional Uses for Bryant and Hope Street Frontages and All Upper Levels

a. Bars, nightclubs, establishments providing entertainment or permitting dancing and/or establishments serving alcoholic beverages not ancillary to food service;

b. Indoor recreation uses;

c. Lodges, clubs, social or fraternal organizations;

d. Residential upper levels only at up to 50 units per acre; and

e. Any other business or service establishments which are determined by the Zoning Administrator to be of the same general character as listed hereinabove.

2. Height

Minimum height of 25 for all properties fronting Castro Street. Maximum height of three stories throughout Area H.

The first floor must be designed to have a minimum ceiling height of 10 in order to accommodate retail, and the floor must be no more than 1 above sidewalk level.

3. Building Coverage

Coverage is permitted up to 100 percent. (Note exceptions under Design Guidelines: Building Coverage.)

4. Build-to Lines Along Streets

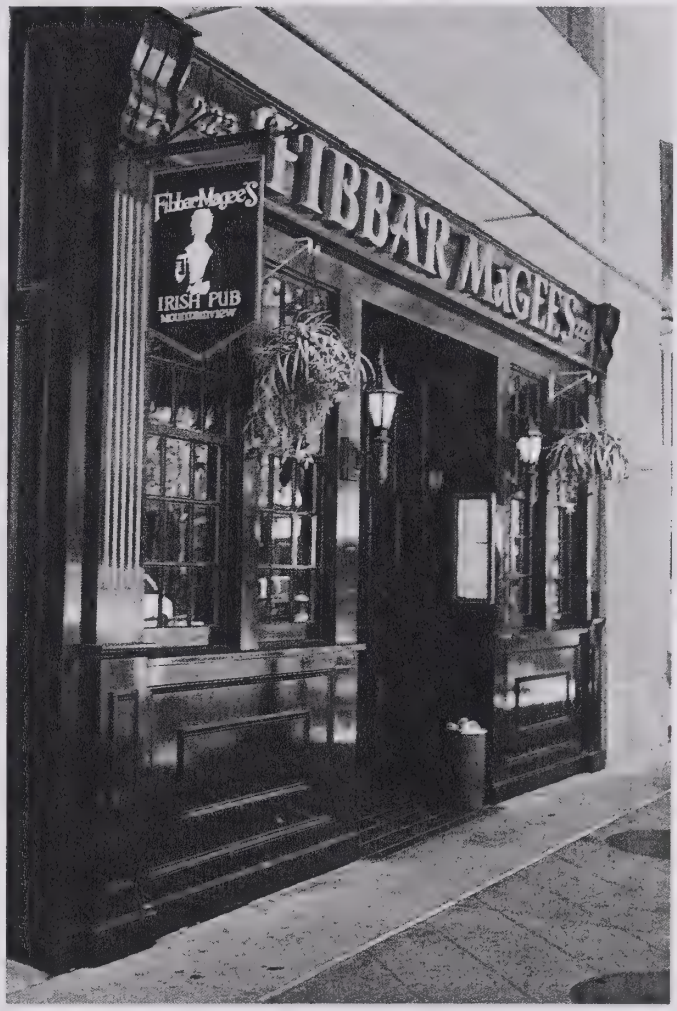
To ensure that streets are spatially well defined, all development must be built to the back of the proposed sidewalk. (Note exceptions under Design Guidelines: Building Coverage.) The build-to line/setback from street centerline is included in Section 36.27 of the Zoning Ordinance and Appendix A of this Plan.

5. Side and Rear Yard

None.

6. Parking

Ground-level uses fronting on Castro Street, Evelyn Avenue, and Villa, Dana and California Streets between Bryant and Hope Streets will have 100 percent of parking waived. All other development must contribute to an in-lieu fund for off-site parking as outlined in Section II for any parking not provided on site. To satisfy parking requirements, on-site surface lots will not generally be permitted, and in no case can surface lots or underground garages be accessed from Castro Street or from the side streets between the alley and Castro Street. Any on-site parking garage must be accessed in a safe, attractive manner and must not interfere with the orderly flow of traffic on public streets and parking lots.



New storefront renovation on Castro Street.

7. Service Access

Parcels adjacent to rear alleys must maintain service access from the rear and provide attractive rear entrances. Trash and loading areas should be well screened from public view. On-street loading and unloading will only be permitted for parcels that are not adjacent to rear alleys.

C. DESIGN GUIDELINES

(These are recommendations for the architectural treatment and organization of buildings and open space and are the suggested criteria for reviewing projects during the design review process.)

1. Development Massing

New development should preserve the rhythm and scale of existing buildings within the Historic Retail District by respecting the relatively narrow building increments, which are predominantly 25 to 50 in width.

2. Building Coverage

In order to create well-defined street spaces consistent with the scale of downtown Mountain View, side yards are discouraged in favor of contiguous building facades along the street. However, narrow mid-block pedestrian passages that encourage through-block pedestrian circulation and/or arcaded spaces that create wider sidewalk areas for caf s, etc. are encouraged.

3. Ground-Level Corner Uses

High activity-generating uses are especially encouraged at the Castro Street intersections. Entries to elevator lobbies should not be located at intersections.

4. Ground-Level Treatment

All street-frontage establishments should provide primary access directly to the street. Long expanses of inactive building frontage should be avoided by placing street doors at intervals no greater than 50 and by maintaining 60 percent of the ground-level building facade in transparent window surface. All buildings should incorporate a base in their design.

The visual experience of moving along the street should be enjoyable and interesting. A change in major compositional elements of the street-level facade design is recommended at



Sidewalk caf s and an engaging pedestrian experience Downtown.



Attractive outdoor patio dining in Area H.

intervals of 25 to 50 . Colorful awnings overhanging the sidewalk are also recommended to further enhance the life and variety of the street.

Particular attention should be given to craftsmanship and detailing within the pedestrian s range of touch and view. For instance, the use of special storefront detailing, facade ornamentation, special materials, flower boxes, flags and banners can reinforce the pedestrian nature of the street.

Businesses fronting mid-block pedestrian passageways should provide direct access to those passageways, with attractively framed windows and doorways.

5. Facade Treatment

To maintain the present scale and character of buildings in the Historic Retail District, large uninterrupted expanses of horizontal and vertical wall surface should be avoided. Building facades should respond to the relatively narrow increments of development (25 to 50) with variation in fenestration, building materials and/or building planes.

Corner parcels are encouraged to incorporate special features such as rounded or cut corners, special corner entrances, display windows, corner roof features, etc.

6. Windows

Building walls should be punctuated by well proportioned openings that provide relief, detail and variation on the facade. Windows should be inset generously from the building wall to create shade and shadow detail. The use of high-quality window products that contribute to the richness and detail of the facade is encouraged.

7. Roof Treatment

Special attention should be paid to the articulation of the top portion of buildings through the introduction of horizontal bands, cornices and stepbacks. Roof lines should be broken at intervals no greater than 50 by loggias, changes in height or stepbacks to reinforce the typical building increment of 25 to 50 along Castro Street. Interesting and varied roof forms are encouraged.

Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building.

8. Building Materials

Building materials should be richly detailed to provide visual interest. Reflective glass is considered an undesirable material because of its tendency to create uncomfortable glare con-



The annual Downtown Art and Wine Festival.

ditions and a forbidding appearance. Metal siding and large expanses of wood siding are also to be avoided. Materials should be light in color: earth tones, pastels or whites accented with dark or bright colors are considered compatible with existing architecture in the area. Roofing materials and accenting features such as canopies, cornices, tile accents, etc. should also offer color variation.

9. Site Access

Curb cuts are prohibited in the first four blocks of Castro Street and should be avoided on the rest of Castro Street. If new curb cuts within the Historic Retail blocks become necessary, they are encouraged to locate on the east-west side streets beyond the alleys in order to maximize visibility and accessibility from Castro Street, yet not disrupt pedestrian circulation, and to avoid circulation conflicts on the north-south streets.

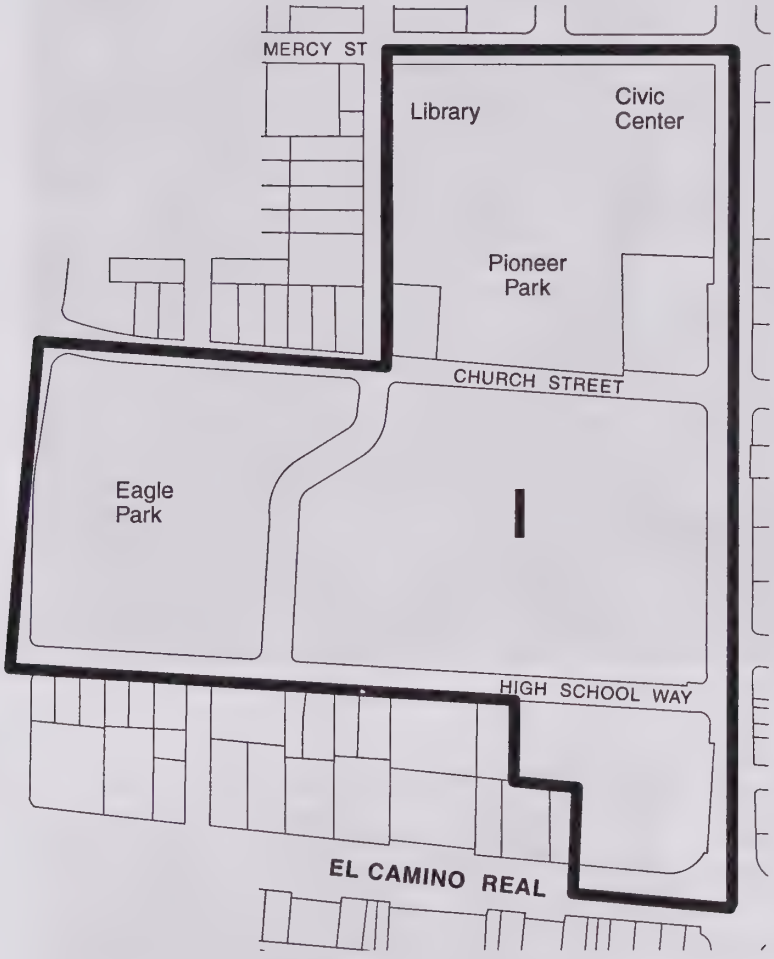
10. Special Conditions

Castro Street and California Street Intersection Buildings forming a portion of the intersection of Castro and California Streets should incorporate special corner treatments that reinforce the key significance of this intersection within the downtown.

Evelyn Avenue Buildings fronting Evelyn Avenue should recognize the role of this street as a highly visible edge of the downtown retail district by paying particular attention to upper-level treatment and detailing that is recognizable and distinctive from a distance (colorful canopies, fenestration, interesting roof forms, facade ornamentation, etc.).

AREA I. CIVIC CENTER/EAGLE SQUARE/GATEWAY CENTER

A. DEVELOPMENT STRATEGY



This subarea represents a significant opportunity for the revitalization of downtown Mountain View since the area is comprised of three major development projects. The Civic Center Block, defined by Castro, Mercy, Franklin and Church Streets, will be the site of a new City Hall and Performing Arts Center, the design parameters of which have been established by the City as part of a design competition process. This complex, organized around a central plaza, will provide the downtown with a focus for cultural and community activities and will serve as an important civic symbol for the city as a whole.

Additional development on adjacent private parcels (Wells Fargo Bank and Masonic Temple) will be required to be compatible with the Civic Center complex and to provide strong linkages to the project. Along Castro Street such developments and uses shall generally follow the guidelines for Area H, Castro Street, except that buildings may be allowed to be four stories in height. Along Franklin Street, developments and uses shall generally follow the guidelines for Area B.

The Eagle Square development on the Old Mountain View High School site is planned as a diverse mixed-use neighborhood of retail, office and residential uses intended to extend the active pedestrian character of Castro Street and the residential fabric of the adjacent neighborhoods. The City has prepared the Eagle Square Precise Plan for this development area outlining a specific program of design guidelines and uses for the site.

The Gateway Center development project, located between High School Way and El Camino Real along Castro Street, is planned as a landmark office development with ground-level retail uses. The Gateway Precise Plan has also been prepared for this portion of the downtown.

The separate precise plans that have been prepared for each of these three areas are consistent with the City s overall objectives for the downtown.



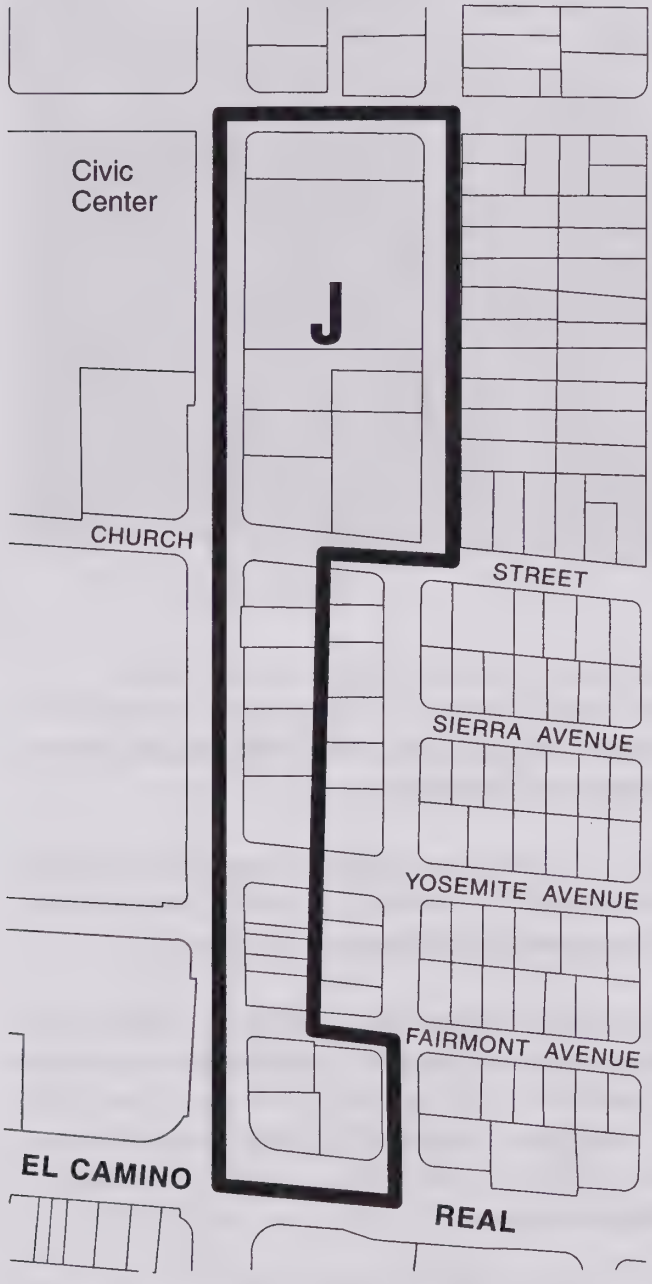
City Centre mixed-use development in Area I completed in 2000.



1988 artist concept of Area I.

AREA J. EAST OF CASTRO STREET FRONTAGE

A. DEVELOPMENT STRATEGY



The east frontage of Castro Street between Mercy Street and El Camino Real is characterized by a development pattern of small shallow parcels containing local, commercial and service-oriented uses. Several buildings within the area are of good quality, while the improvement of several others would enhance the image and attractiveness of the downtown and Castro Street.

The area has unique characteristics that require special treatment. Unlike the other areas of the downtown where streets serve as transitioning elements to adjacent residential uses, a majority of this area (from Church Street to El Camino Real) is separated from a residential neighborhood by only a rear property line. The small and shallow building parcels, coupled with on-site parking requirements, make redevelopment difficult without parcel assembly. The lack of public parking in the area has created a shortage of convenient public surface parking to serve retail uses.

The major objectives for development in this area are: (1) to ensure a sensitive transition to the residential neighborhoods; (2) to maximize the amount of convenient surface parking; (3) to maintain the pattern of active uses along Castro Street; and (4) to promote renovation and revitalization that will create an attractive street environment and entry to the downtown.

To meet on-site parking requirements and to provide an appropriate transition to the adjacent residential neighborhood, development standards require a 40 rear yard in the 600 and 700 blocks within which the guidelines encourage the creation of a continuous alley with surface parking. In addition, development is required to remain within a three-story height limit and to fulfill all parking requirements on-site. In response to limited market demand at this point in time, retail and



Castro Street commercial buildings in Area J.

restaurant uses are encouraged but not required along Castro Street; however, all ground-level uses are required to incorporate storefront facades that create an attractive pedestrian environment along the street and that permit future transition to retail use.

The half-block of this area along Hope Street will allow more limited uses and less intensity respecting the residential neighborhood across the street. The existing church facility is encouraged to be preserved for its religious, social and noteworthy architectural contribution.

Specific development opportunities have been identified within this area. The abandonment of a half-block length of Fairmont Avenue at Castro Street creates opportunities for the aggregation of adjacent parcels for redevelopment in the vicinity of the El Camino Real-Castro Street intersection. This development is conceived as a gateway complex to counterpoint the Gateway Center on the northwest corner of El Camino Real and Castro Street and, as illustrated in Figure 8a, could be oriented to the existing Gateway Park.

A second major development opportunity has been identified for the St. Joseph s Church parking lot at Castro and Church Streets and adjacent to the First Interstate Building. (As illustrated in Figure 8c, the development could include the First Interstate Building.) This development is conceived with below-grade parking that could be shared with the church. Additional surface parking could be provided at the rear of this development to serve ground-level retail and restaurant uses.

B. DEVELOPMENT STANDARDS

1. Permitted and Provisional Uses

Permitted Uses (Castro Street Frontage)

a. Retail, not including drive-up or drive-in services;

b. Restaurant, including serving of alcoholic beverages clearly ancillary to food service; not including drive-up or drive-in services;

c. Art galleries;

d. Theatres;

e. Business and personal services;

f. Offices; and

g. Medical offices.

Provisional Uses (Castro Street Frontage)

a. Bars, nightclubs, establishments providing entertainment or permitting dancing and/or establishments serving alcoholic beverages not ancillary to food service;

b. Indoor recreation uses;

c. Residential on upper levels only at up to 30 units per acre; and

d. Any other business or service establishments which are determined by the Zoning Administrator to be of the same general character as listed hereinabove.

Permitted Uses (Hope Street Frontage)

a. Residential at up to 25 units per acre; and

b. Surface parking to serve Castro Street developments, which may not have their primary access on Hope Street.

Provisional Uses (Hope Street Frontage)

a. Senior citizen residential complexes that exceed 30 units per acre will be considered on a case-by-case basis.

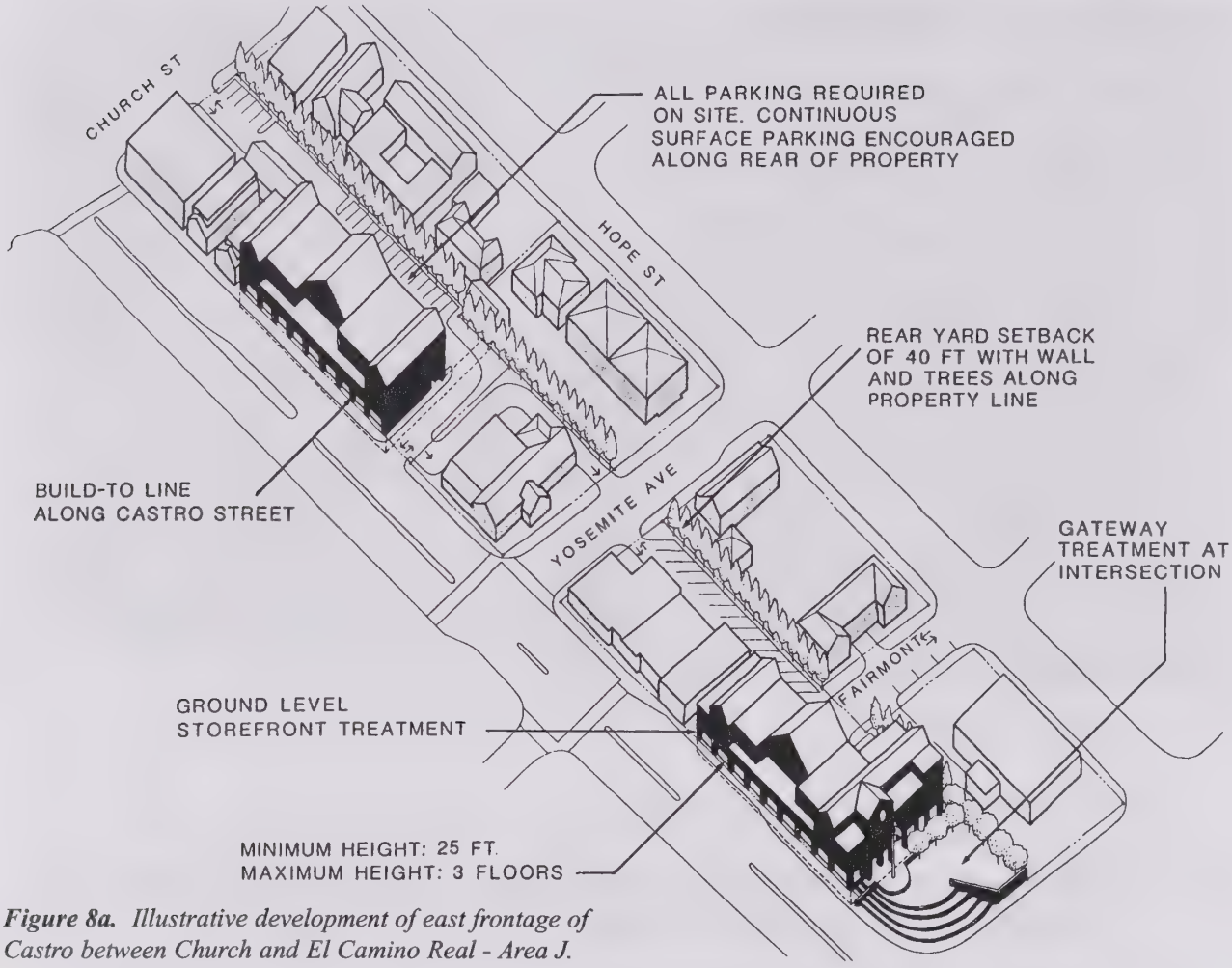


Figure 8a. *Illustrative development of east frontage of Castro between Church and El Camino Real - Area J.*

b. The existing church development, in its present or an expanded or modified form.

c. Parking structures to serve Castro Street developments, which may not have their primary access on Hope Street.

2. Height

Castro Street Frontage:

Minimum height of 25 ; maximum height of three floors.

The first floor along Castro Street must be designed to have a minimum ceiling height of 10 in order to accommodate retail, and the floor must be no more than 1 above sidewalk level.

Hope Street Frontage:

Development within 25 of Hope Street may not exceed 25 in height except for the church development. Any parking structure must be at least 25 from Hope Street.

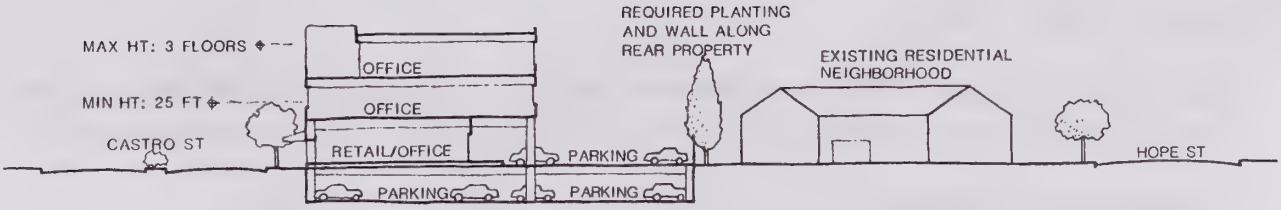


Figure 8b. *Illustrative development of east frontage of Castro between Church and El Camino Real - Area J.*

3. Build-to Lines Along Streets

To ensure that the consistent street wall of Castro Street is maintained, all development must be built to the back of the proposed sidewalk. The build-to-line/setback from street center-line is included in Section 36.27 of the Zoning Ordinance and Appendix A of this Plan.

4. Rear Yard

a. *South of Church Street*: Minimum 40 .

b. *500 Block*: None required.

5. Side Yard

None, except that narrow mid-block pedestrian passages that promote access to parking areas at the rear of the property or arcaded spaces that create wider sidewalk areas for caf s, etc. are encouraged.

6. Landscape Treatment

For parcels that have a direct adjacency to residential parcels, an attractively designed masonry wall, 7 in height, is required along the rear property line. In addition, 15-gallon trees at approximately 25 intervals are required to be planted along the length of the wall.

7. Parking

All parking must be provided on site within the standards outlined in Section II, above. To provide convenient customer parking, surface parking should be maximized on the site but confined to the rear of the property, screened from view by buildings. Landscaping of surface parking areas must conform with the orchard parking standards outlined for the Transition Blocks Mixed-Use Zone, in addition to the trees at 25 intervals along residential property lines.

8. Service Areas

Loading and service areas shall not be visible from the street.

C. DESIGN GUIDELINES

(These are recommendations for the architectural treatment and organization of buildings and open space and are the suggested criteria for reviewing projects during the design review process.)

1. Development Massing

New development should preserve the rhythm and scale of existing buildings within the District and respect the pattern of narrow parcel increments (25 to 50 in width) by means of variation in height, bulk, window and facade treatment.

2. Ground-Level, Facade, Window and Roof Treatment

These should comply with the guidelines for the Historic Retail District described above.

3. Site Access

Avoid curb cuts along Castro Street wherever possible. Provide the opportunity to redevelop adjacent properties and minimize the need for curb cuts on Castro Street by creating appropriate site access and spacing buildings to preserve the opportunity for future north-south vehicular access at midblock. The City will assist property owners in the creation of such easements. Corner parcels must be accessed from the side streets.

4. Special Conditions

New development should preserve, enhance or expand Gateway Park at the northeast intersection of El Camino Real and Castro Street. It should also create an attractive front to the park and a distinctive gateway to the downtown district. Special facade and roof treatment at this highly visible intersection is encouraged. As part of this development, the City may permit parking to be constructed beneath Gateway Park if such an action would improve the open space, enhance development opportunities and help the supply of conveniently accessible parking spaces in the area.

New development occurring at the corner of Castro and Church Streets should provide a view corridor from Castro Street to the campanile of St. Joseph s Church by setting development back from the Church Street property line. This setback should be established by means of a perpendicular line proceeding east from the intersection of the Castro and Church Street property lines.

D. DEVELOPMENT PROTOTYPES

In order to fulfill on-site parking requirements, new development in this area will require some parcel assembly. For instance, a three-floor development that fulfills its parking requirement with one level of below-grade parking in conjunction with some rear alley surface parking requires

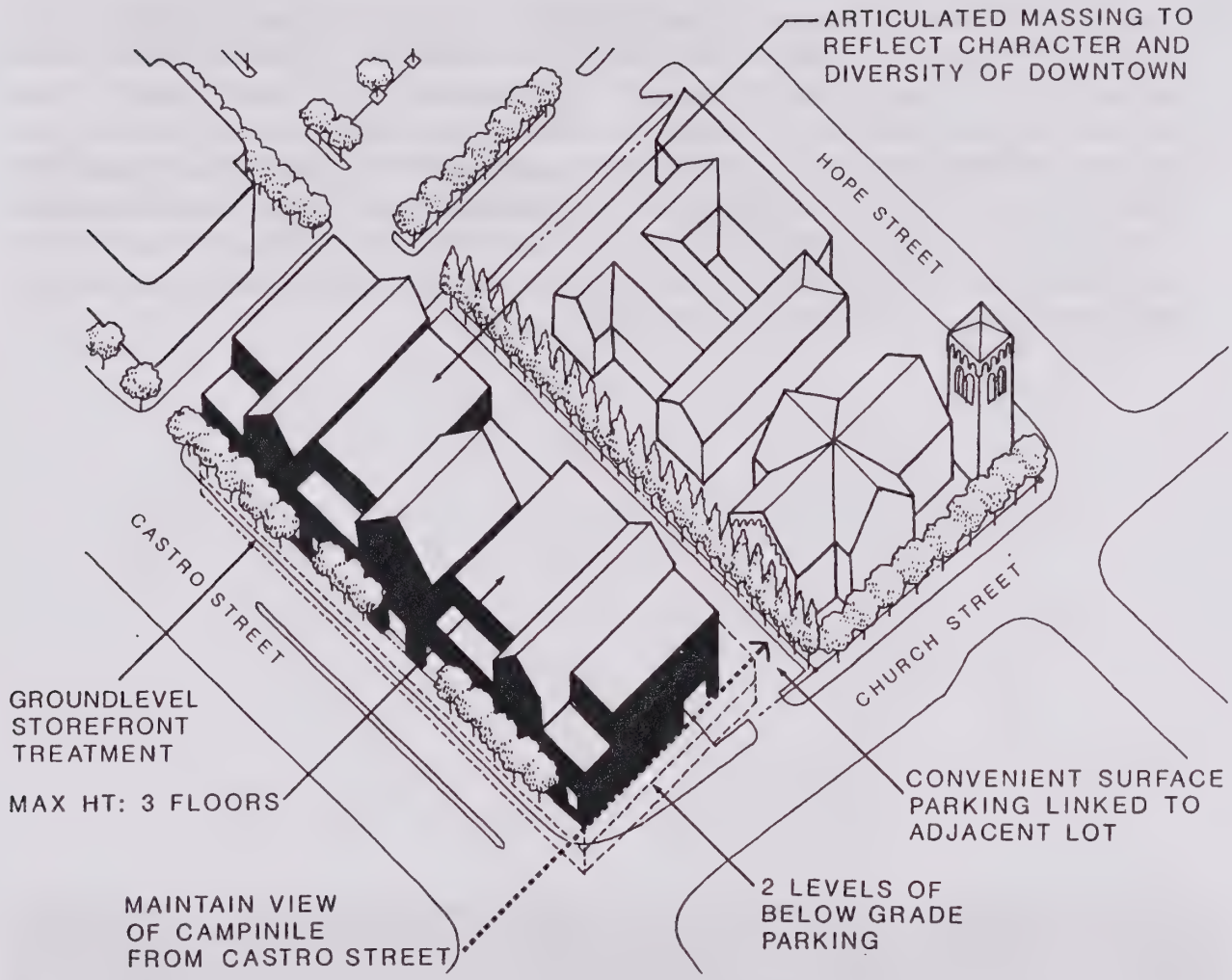


Figure 8c. *Illustrative development opportunity adjacent to St. Joseph s Church - Area J.*

approximately .4 acre of land, or approximately 180 of Castro Street frontage. Given this constraint, several development opportunities have been identified along the east frontage of Castro Street between El Camino Real and Church Street.

As illustrated in Figure 8a, the closure of Fairmont Avenue creates a development opportunity near the corner of El Camino Real and Castro Street. Assuming assembly of several parcels to the north and south of the abandoned street right-of-way, a building of 30,000 square feet with one level of below-grade parking could be developed on this key corner site within the development standards outlined above.

Figure 8a also illustrates the assembly of mid-block properties between Yosemite Avenue and Church Street for the creation of an additional three-story, 30,000 square foot development with one level of below-grade parking. Surface parking is created along the rear yard and connected to Church Street by means of an alley easement along the adjacent property.

Figure 8c illustrates an additional development opportunity on the present parking lot of St. Joseph s Church at Castro and Church Streets. As illustrated, this opportunity could include the First Interstate Bank property at mid-block. (Development of the church parking lot, however, does not require assembly of the bank site.) Assuming a three-floor building prototype with two levels of below-grade parking, up to 70,000 square feet of development could be created in this area. This development is configured to maximize the number of convenient surface spaces in the area by providing a rear lane connecting Church Street to the adjacent parking lot of 555 Castro Street. A view corridor to the campanile of St. Joseph s Church is maintained by stepping development back from the Church Street frontage.

IV. SIGN GUIDELINES

The Downtown Precise Plan Sign Guidelines are contained in a separate document available in the Mountain View Community Development Department.



V. ADMINISTRATION

The unique goals and objectives and special pedestrian qualities of the downtown require a level of review which is unique within the City. To achieve the vision outlined by this Plan will require detailed review of any application for development or use change and coordination first by the Revitalization Program Manager who may be advised as needed by the Downtown Revitalization Committee. Due to the need for reviewing many fine details in this pedestrian-oriented area, this staff member will conduct the initial review of all proposals. Plans in the number as may be specified along with any specified application will be submitted to the Revitalization Program Manager. Many applications will be acted upon at that level. Other development and use changes normally requiring review at other levels will be initially reviewed by the Revitalization Program Manager with a written recommendation made on the proposal s compliance with the Downtown Development Program to the Site Plan and Architectural Review Committee, Zoning Administrator or City Council, as appropriate. If an applicant is dissatisfied with the interpretation, recommendation or requirements of the Revitalization Program Manager, they may request a review by the Revitalization Committee.



1988 artist view of Mountain View Civic Center.

A. ITEMS REQUIRING REVIEW BY THE REVITALIZATION PROGRAM MANAGER

To accommodate this review, appropriate materials shall be submitted depicting the changes to be made for over-the-counter approval, with referral to the Downtown Revitalization Committee as appropriate, or if requested by the applicant. Any appeal of the Revitalization Program Manager s decision shall be filed in writing with the City Clerk within 10 days of the decision, which shall then be scheduled for consideration by the City Council.

1. Occupancy changes to the same permitted or provisional use.

2. Occupancy change of a nonconforming use to the same nonconforming use.

3. Occupancy change of a nonconforming use to a similar or other nonconforming use which is more in compliance with the plan.

4. Color changes.

5. Minor building alterations such as trim, glass, storefronts, building base materials, landscaping, trash and meter enclosures, roof equipment screens.

6. Pedestrian signs.

7. Changes in sign copy.

8. Signs conforming to an approved sign program.

B. ITEMS REQUIRING REVIEW BY SITE PLAN AND ARCHITECTURAL APPROVAL

The procedure for Site Plan and Architectural Review (SPAR) is outlined in Section 36.50 of the Zoning Code. The Revitalization Program Manager shall review these items prior to SPAR with referral to the Revitalization Committee as appropriate. The report with recommendations from the Revitalization Program Manager will be relied upon substantially by the SPAR Committee in reaching its decision. Any appeal of the SPAR Committee decisions shall be in accordance with Section 36.55 of the Zoning Code.

1. Occupancy changes to another permitted use.

2. New signs and sign programs.

3. New facades or major facade changes, including adding awnings, changing window and door shapes, etc.

4. New construction in compliance with the plan.

C. ITEMS REQUIRING PUBLIC HEARING REVIEW BY THE ZONING ADMINISTRATOR

The procedure for Zoning Administrator review is outlined in Sections 36.22 and 36.54 of the Zoning Code. The Revitalization Program Manager shall review these items prior to Zoning Administrator review with referral to the Revitalization Committee as appropriate. The report with recommendations from the Revitalization Program Manager will be relied upon substantially in reaching a decision. Appeal of the Zoning Administrator decisions shall be in accordance with Section 36.55 of the Zoning Code.

1. Occupancy changes from a permitted use to a provisional use.

2. Occupancy changes from a provisional use to another provisional use.

3. New construction involving minor deviations from the plan.

D. ITEMS REQUIRING PUBLIC HEARING REVIEW BY THE ZONING ADMINISTRATOR AND CITY COUNCIL

The procedure for Zoning Administrator and Council review is outlined in Section 36.22 of the Zoning Code.

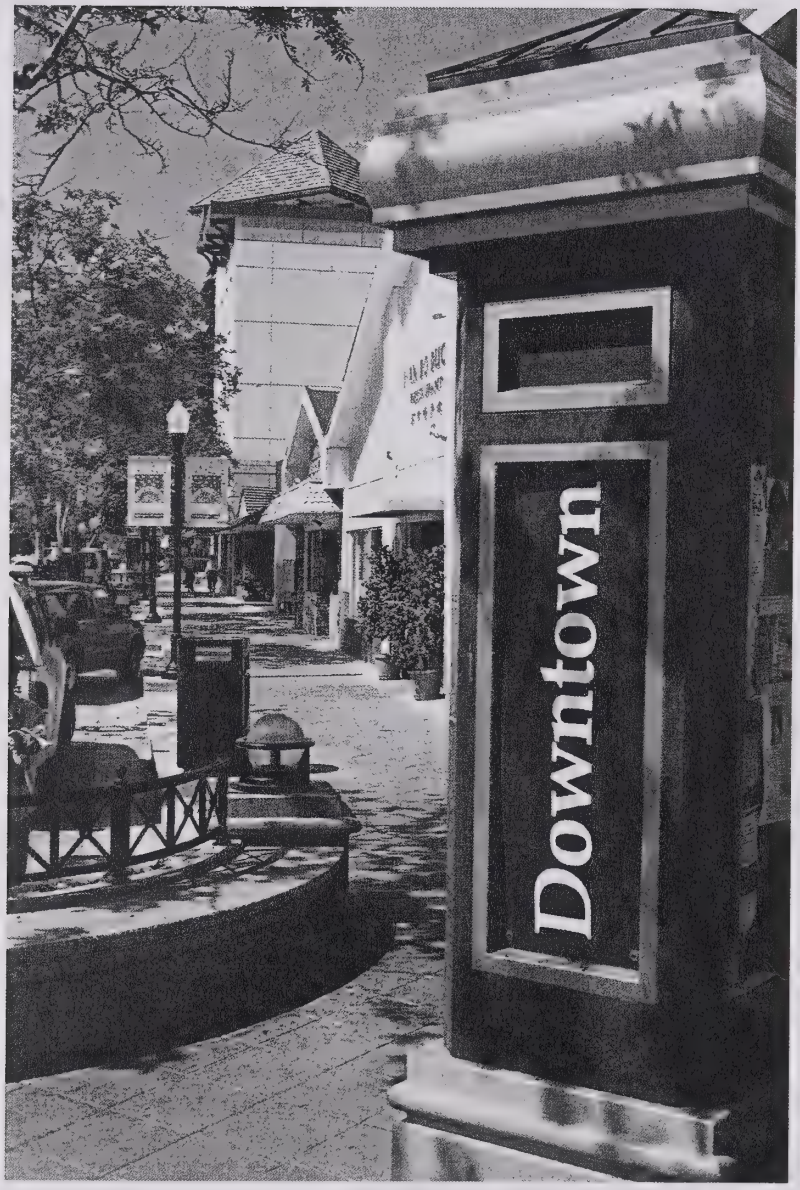
1. New construction or uses not in compliance with the plan.



Mountain View City Hall.

APPENDIX A

STREET	TO	FROM	SETBACK FROM CENTERLINE
Franklin Street (east side)	Evelyn Avenue	Villa Street	30
Franklin Street (east side)	Villa Street	Church Street	40
Bryant Street	Evelyn Avenue	Mercy Street	30
Castro Street	Evelyn Avenue	California Street	40
Castro Street	California Street	El Camino Real	45
Hope Street	Evelyn Avenue	California Street	35
Hope Street (west side)	California Street	Mercy Street	35
Hope Street (east side)	California Street	Mercy Street	45
Hope Street	Mercy Street	El Camino Real	45
View Street (west side)	Evelyn Avenue	105 south of Dana Street	40
Villa Street	Franklin Street	View Street	30
Dana Street	Franklin Street	View Street	30
California Street	Franklin Street	Hope Street	50
Mercy Street	Franklin Street	Bryant Street	45
Mercy Street	Bryant Street	Castro Street	30
Mercy Street	Castro Street	Hope Street	35
Church Street	Within 300 west of Castro Street centerline	Castro Street	35
High School Way	Within 300 west of Castro Street centerline	Castro Street	35
Yosemite Avenue	Castro Street	Hope Street	30
Fairmont Avenue	Castro Street	Hope Street	45
Other streets, or portions of streets			45


Downtown

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PHOTOGRAPHS
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CITY OF MOUNTAIN VIEW

THE EAGLE SQUARE PRECISE PLAN

THE EAGLE SQUARE PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

FEBRUARY 26, 1985

RESOLUTION NO. 14140

AMENDED RESOLUTION NO. SUMMARY

THE EAGLE SQUARE PRECISE PLAN

FEBRUARY 1985

I. Location.

This Precise Plan covers the area bounded by Shoreline Boulevard, Church Street, Castro Street and High School Way, a total of 18± acres (Exhibit I). An approximately 7.5-acre parcel located adjacent to Shoreline Boulevard is designated for public park use. The remainder of the site, approximately 11 acres, is occupied (1985) by the buildings which formerly housed the Mountain View High School.

II. Purpose.

This Plan provides density and land-use criteria, design parameters and general guidelines to be used as the basis for design and development of a coordinated mix of uses appropriate to a downtown setting. Two objectives are central to the Plan:

A. Establishment of a unique, high-quality downtown residential environment for a range of residents; and

B. Creation of active, pedestrian-oriented street level retail uses along Castro Street.

III. Principles and Objectives.

The following principles and objectives are the basis for specific criteria which follow. These stem from policies of the adopted General Plan, from relationships to surrounding uses, and from the goals established for downtown development.

A. The size of the property and its prominent location provide an opportunity for high-quality, high-intensity development not generally found elsewhere in the community. The entire site shall be master planned as a unit, not arbitrarily divided into separate development projects.

B. A majority of the site shall be devoted to residential, accommodating a wide range of residents in terms of family composition, income and age.

C. The Castro Street frontage shall be designed to encourage an active pedestrian environment by providing a range of retail activities and sidewalk-oriented building design appropriate to the downtown and serving as a continuation of the downtown uses along Castro Street.

D. The redevelopment of the site shall serve to complement the presence of two major public open-space areas, Pioneer Park and the Shoreline Boulevard recreation site. On-site landscaping shall ensure a visual and physical link between these two open spaces in a manner appropriate to the urban setting.

E. Although this Precise Plan does not currently cover adjoining properties, City policy would be open to extension of the Precise Plan to land between El Camino Real and High School Way. Abandonment of portions of High School Way and Church Street will also be considered if overall traffic circulation needs can be adequately met and the proposed development warrants closure.

F. The Plan assumes virtually total redevelopment of the site. Nonetheless, it encourages creative reuse of portions of the building which may lend architectural character to new development, either as sculptural elements or components of new buildings.

G. The Plan minimizes rigid development standards; rather, it emphasizes the review process, with early dialogue regarding alternative concepts, and relies upon qualitative performance criteria in order to allow and encourage design creativity. Development will additionally be guided by the Downtown Design Guidelines and will depend on the talents of the best architects and designers available to the property owner.

IV. Site Area Definitions.

For the purpose of this Plan, the site is described in three coordinated areas (Exhibit I):

-- The westerly 7- to 7.5-acre portion of the Plan adjacent to Shoreline Boulevard to be devoted to public open space and recreation uses.

-- Area A is the central portion of the site which must be devoted to housing and must occupy at least six acres, but no more than seven acres.

-- Area B is the easterly portion of the site and shall occupy approximately four to five acres with frontage on Castro Street.

Both development areas shall be master-planned together, although they may be developed in phases. If phased, each sequence of development must stand alone with respect to housing density, floor area, required use mix and design criteria.

For purposes of this report, the term "project" shall pertain to the aggregate land and floor area at any time in Areas A and B combined.

V. Uses.

A. Area A.

1. Permitted.

a. Housing at densities set forth in Section VI.

2. Provisional.

a. Accessory uses appropriate to housing.

b. Above-ground parking structure.

c. Temporary uses occupying existing building or portions of the site.

B. Area B.

1. Permitted.

a. Housing at densities set forth in Section VI.

b. Retail and service uses appropriate to the downtown which provide a range of commodities and services to the neighborhood and patrons of Castro Street.

Retail/commercial uses shall be integrated as part of a mixed-use development, with the

street level along the Castro Street frontage devoted solely to retail/commercial uses.

c. Office uses principally permitted in the O (Office) District and appropriate to the downtown location, provided that the amount of floor area devoted to office use shall not at any time exceed 30 percent of the floor area of the project.

2. Provisional.

a. Establishments providing entertainment (including theaters) or permitting dancing or serving alcoholic beverages for consumption on the premises.

b. Above-ground parking structures.

c. Other retail businesses or service establishments which are determined by the Zoning Administrator to be compatible with other uses permitted within the area.

d. Public, quasi-public utility and service buildings and uses but not including outdoor storage and service uses.

e. Temporary uses occupying existing buildings during phases of redevelopment.

f. Restaurants, cafes, and any other establishment serving food, including outdoor food services, which add variety to the mix of eating or drinking establishments downtown.

VI. Development Criteria.

A. General: These criteria are set forth as broad standards to help facilitate the appropriate design of the site. Deviation from these standards may be permitted if it can be demonstrated that the change will substantially aid in meeting the principles of the Plan for a high-quality, mixed-use urban development.

B. Development Intensity.

1. Overall floor area ratio--Areas A and B.

Minimum--0.75

Maximum--1.6

2. Building coverage.

a. Area A--maximum 60 percent

b. Area B--maximum 70 percent

3. Residential density.

a. Area A.

Area A shall consist of a minimum of six acres and a maximum of seven acres.

(1) Minimum number of units per acre--25.

(2) Maximum number of units per acre--60.

b. Area B (approximately 5 acres).

(1) Maximum number of units per acre--50.

c. At least 200 units shall be provided in the total of Areas A and B.

d. Additional density may be considered for special housing (e.g., seniors) uses occupying a limited portion of the site.

C. Building Height.

1. Area A.

a. Maximum height--four stories or 60' (whichever is less).

b. Building heights shall respect, through setbacks and/or graduated building heights, the relationship to adjoining low-density residential uses and to open-space areas.

2. Area B.

a. Minimum--two stories at back of sidewalk.

b. Maximum height--three stories or 40' (whichever is less) at the back of sidewalk. Higher buildings shall be stepped back.

c. Maximum building height--five stories or 70' (whichever is less).

D. Yards and Setbacks.

1. Area A.

a. A minimum 15' yard across the street from other existing residential uses.

b. Street setbacks shall be established for High School Way or Church Street as may be necessary in design to ensure an effective relationship between public open areas and residential uses.

2. Area B.

a. Castro Street--Buildings shall be designed to create a generally continuous building frontage along Castro Street providing a minimum 15' sidewalk area. Greater setbacks or breaks shall be provided to create an effective, people-inviting urban plaza and/or provide a pedestrian walkway to the interior of the site.

b. Distances between various internal project buildings and uses are not specified. Careful design review will be given to individual proposals toward the end of ensuring a pleasant, residential environment and an active successful commercial use.

E. Landscaping.

1. Minimum

a. Area A--a minimum of 35 percent of the site.

b. Area B--a minimum of 15 percent of the site.

2. Landscaping shall be designed to:

   a. Complement and provide a visual and physical linkage between Pioneer Park and the Shoreline Boulevard recreation site.

   b. Provide an appropriate high-density residential setting.

   c. Provide an urban pedestrian frontage along Castro Street.

   d. Emphasize a quality urban form in the selection and placement of material, particularly in Area B.

3. Surface parking shall be screened from public streets or park lands with a minimum 15' wide landscaped area which provides at least 3' of screening above paving of the parking area. Decorative masonry walls may be combined with landscaping and mounding to achieve the screening.

4. The existing site contains numerous Heritage trees. The site design shall attempt to accommodate the significant specimen trees along High School Way and Church Street. The Plan recognizes that in order to achieve the urban frontage along Castro Street, preservation of several other trees on the site may be difficult, unless they can be adequately accommodated in a pedestrian-oriented plaza.

F. Parking.

1. Because of the overall intensity of the use of the site, the bulk of the parking shall be provided underground.

2. Open parking shall be limited to 10 percent of the total parking required.

3. The Zoning Administrator may consider (as a provisional use) above-ground parking structures. If utilized, they shall be adequately screened from adjoining streets and uses and/or effectively integrated into the basic building design.

G. Access.

1. Access to the site shall be taken from High School Way and Church Street frontages. No vehicular access shall be provided along Castro Street.

2. Consideration can be given to the closure and integration of High School Way and Church Street rights-of-way into the access and site development of the project. This consideration must be proceeded by full traffic analysis to determine whether or not the abandonment of the streets is desirable from an overall downtown standpoint.

H. General Design Guidelines.

1. The initial project submittal (for other than temporary interim uses), shall plan the entire area covered by the Precise Plan. This "Master Development Plan" shall provide design for all uses, define phasing, detail parking, show pedestrian and vehicular linkages, and, in general, demonstrate how the proposed project will contribute to the development of downtown. A comprehensive traffic analysis must be included as part of the Plan.

2. Siting shall emphasize an urban pedestrian-oriented character, particularly for the Castro Street frontage.

3. Careful attention shall be given to providing adequate pedestrian access from on-site uses to the adjoining streets and open spaces. Interior open spaces, hard surface plazas and landscaped areas shall be incorporated in the overall project design.

4. While the overall development must demonstrate visual and functional compatibility throughout, perhaps functioning as one complex, its design must also reflect the smaller scale generally found in downtown. As such, building design shall:

   a. Follow the general guidelines established for the downtown area.

   b. Provide a variety of building sizes, heights and designs.

   c. Integrate internal streetscapes.

5. Building design must avoid large, blank or monotonous surfaces, rather, include sufficient detailing, texture, color differentiation and three-dimensional articulation to be compatible with the smaller scaled buildings of the surrounding neighborhood.

6. Architectural and site design excellence.

   In keeping with this prominent location, special emphasis shall be given to architectural and site design excellence. Use of talented, experienced, recognized architects is essential.

7. Preliminary plans.

   Early submittal of alternative site and design studies in an initial submittal and in each phase shall be required to help identify options and to aid in an evaluation of the appropriate site and building design. Use of perspectives, models and other graphic representation of the project may be required to fully evaluate opportunities.

8. Residential design.

   All residential uses shall be designed to relate to the surrounding neighborhood (not create a separate enclave) yet provide privacy and reasonable separation from commercial activity and conflicts. Open areas, including decks, patios and common residentially oriented landscaped areas shall constitute at least 10 percent of the residential floor area. High-quality design shall be pursued to help create a distinctive residential environment.

9. Roof equipment.

   All roof equipment shall be screened on all sides and shall be architecturally integrated with the building design.

10. Noise.

    Noise-producing vents, fans and mechanical equipment shall be oriented away from adjoining properties and residential uses. Residential units and exterior residential spaces such as balconies shall be designed to achieve the desired noise levels

specified in the General Plan to the extent feasible to 45 $dB(A)_{L10}$ daytime and 35 $dB(A)_{L10}$ nighttime for interiors and 55 $dB(A)_{L10}$ daytime and 45 $dB(A)_{L10}$ nighttime for exteriors.

11. Materials and texture.

    Particular attention will be given to texture, pattern and detailing. Use of high-quality paving materials including brick, granite, interlocking pavers, etc. shall be used for pedestrian and vehicular areas.

12. Publicly visible art.

    The incorporation of such elements as sculpture, historic architectural pieces, plazas and fountains within the site design is required to emphasize the area's unique setting, sense of quality, and history.

13. Signing.

    A detailed sign program shall be submitted for approval as part of the Planned Community Permit. Signs shall be restrained in size, scale and design and for retail uses along Castro Street be primarily oriented to pedestrians.

14. Project name.

    The use of the name Eagle Square is encouraged for at least a portion of the development.

VII. Administration.

All major developments shall be approved by the City Council per Sections 36.22.6 through 36.22.10 of the Zoning Ordinance.

Once a major project has been approved, uses which are identified as provisional uses within this Plan, building expansions and modifications and sign program changes maybe granted by the Zoning Administrator after appropriate public hearings as per Sections 36.22 6 through 36.22.8.

Upon granting of the Planned Community Permit, the approval of minor sign program changes, the approval of specific signs, the approval of minor site changes and building alterations, including building material changes and changes in use which are in conformity with the Precise Plan may be authorized through the Site Plan and Architectural Review (SPAR) process.

KA/PLN/*SAVE*
801-8-14PP

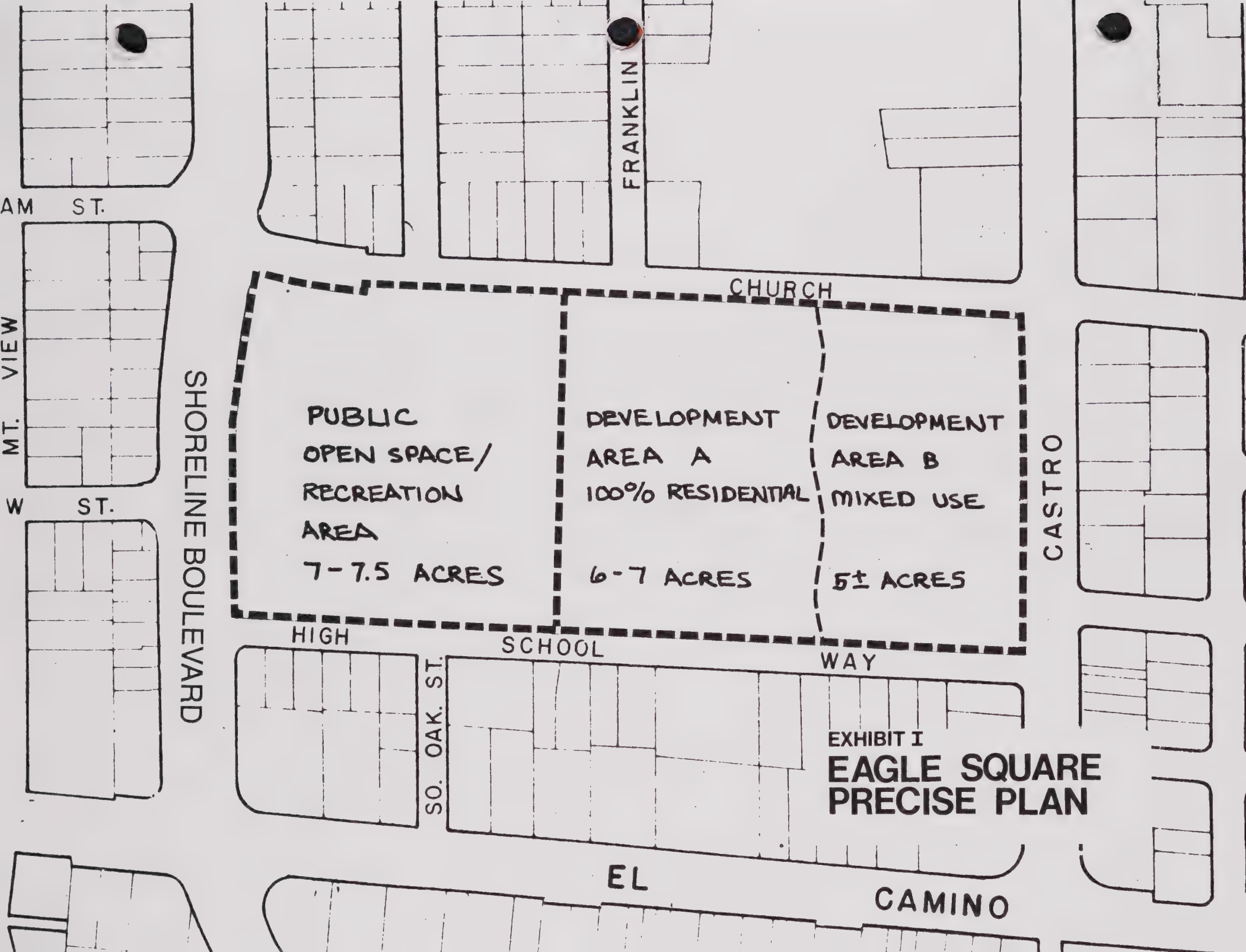


EXHIBIT I

EAGLE SQUARE PRECISE PLAN

CITY OF MOUNTAIN VIEW

EL CAMINO CASTRO GATEWAY PRECISE PLAN

EL CAMINO/CASTRO GATEWAY PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

JANUARY 10, 1984

RESOLUTION NO. 13921

AMENDED RESOLUTION NO. SUMMARY

PRECISE PLAN FOR THE EL CAMINO/CASTRO GATEWAY

I. Property Description

The properties covered by this Precise Plan are located at the intersection of El Camino Real and Castro Street (see Exhibit 1).

Area A consists of 3± acres in one ownership (as of 1983). Approximately 60 percent of Area A is developed with the Home Savings building, a handsome, monumental structure oriented towards the intersection of El Camino and Castro. A small restaurant occupies the southwest corner of El Camino and Lane Avenue. The remainder of the property is occupied by a vacant warehouse building. Plans have been approved to remove the warehouse and expand the parking. The property has been zoned P (Planned Community) for several years but has not been covered by a precise plan.

Area B consists of 7 parcels in three ownerships (as of 1983) and covers a total of approximately 2 acres. The majority of this property was devoted to a car dealership until approximately 1981. Now vacant, the primary building still remains. Area B also contains a small office building which is located at the southwest corner of Castro and High School Way.

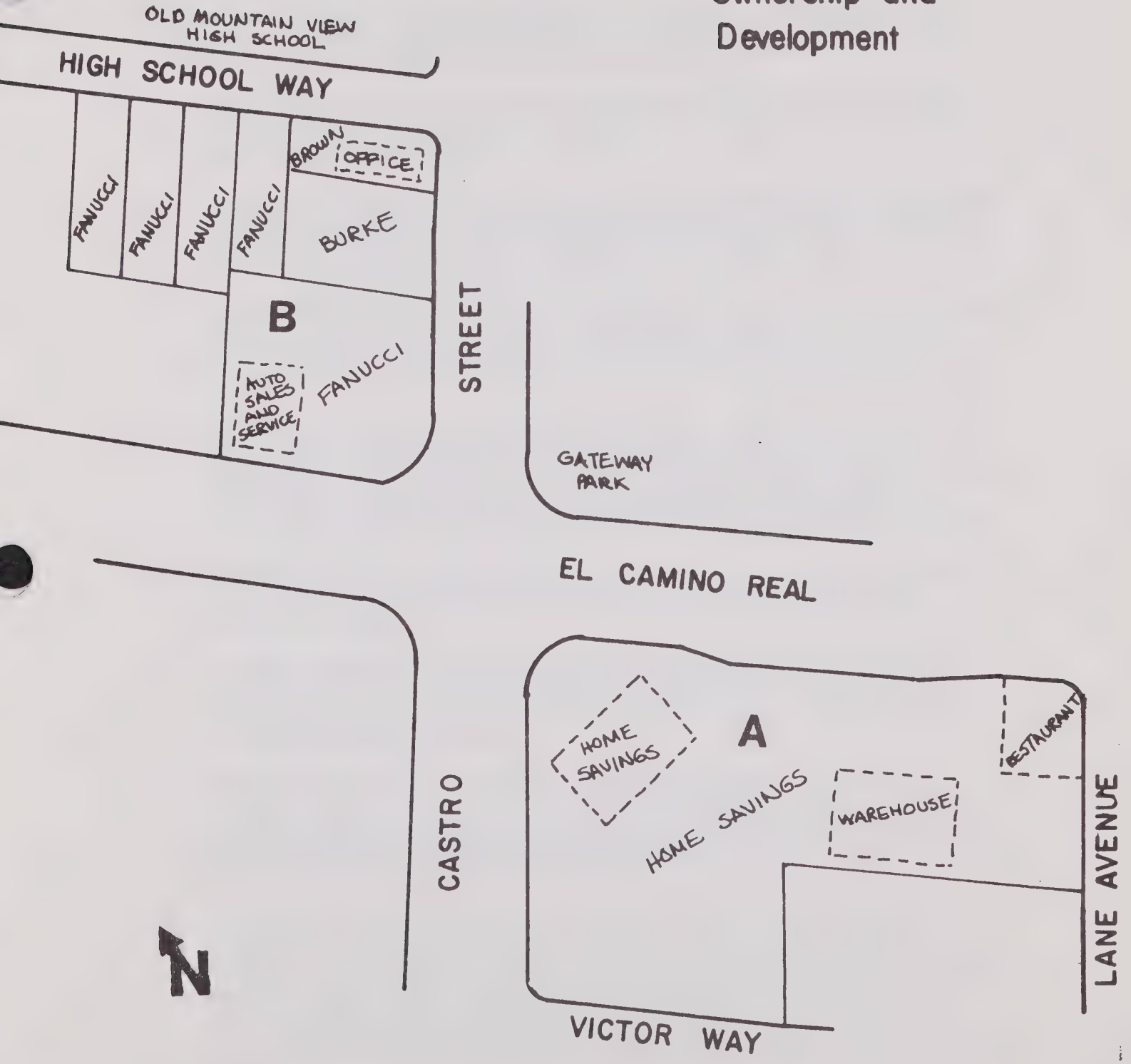
II. Basis for Application of the P Zone and Precise Plan

Application of the Planned Community (P) District is necessary in order to respond to unique potentials of this location and to help meet community needs for this highly visible location. The El Camino/Castro "gateway" is centrally located in the City at the intersection of two major historic streets. The intersection marks the entrance to the downtown commercial area and governmental center. Previous C3T and CD zoning provided few guidelines for the proper development of this significant location. The P District can aid in fostering coordinated site design and development of Area B, which is currently in several ownerships. This Plan can also enhance the overall potential for full utilization of the properties. Planned Community zoning and this companion Precise Plan can promote design compatibility with the existing City park located at the northeast corner of Castro and El Camino and with the already established Home Savings building.

This Precise Plan highlights the potential for high-intensity use of the property and establishes the expectation of a quality site and building design, commensurate with this notable location. The Planned Community District can help facilitate the creation of a major, high-intensity financial, office and/or retail complex and invites the potential for including distinctive housing on at least a portion of the land. The guidelines in this Precise Plan and the review process inherent in the Planned Community District will facilitate improved utilization of the property while providing the flexibility necessary to entertain a suitable range of development options.

EXHIBIT I

Ownership and Development



III. Principles and Objectives

The following principles and objectives are the basis for specific criteria which follow. The principles stem from policies of the adopted General Plan and from concepts identified in the 1983 El Camino Real study.

A. The size of the properties and their prominent location provide opportunities for high-quality development at an intensity greater than that generally found elsewhere in the community.

B. The corner offers a strong potential for office and commerical use appropriate to its central location and the entrance to downtown. Other uses considered appropriate elsewhere along El Camino (particularly auto-oriented service uses) may be inappropriate for these sites.

C. High-density residential use can be encouraged in conjunction with commercial utilization of the site. If such a residential component is pursued, creative, mixed-use design will be necessary to sensitively effectuate this combination of uses.

D. The entrance park and Home Savings, on two corners of the El Camino/Castro intersection, create a clear precedent for a plaza-type design needed for development on the northwest corner of Castro and El Camino which should be reinforced by special setbacks and corner treatment, including extensive landscaping, public-oriented sculpture and other appropriate design elements.

E. This Precise Plan is to foster single unified developments for each of these areas, which will maximize the potential for landmark projects at this prominent location.

F. Special emphasis shall be given to design of the sites and buildings to ensure that they serve as a landmark element in the community, that they appropriately relate to one another and set a favorable tone for the development of the remainder of El Camino.

G. The prominence of the sites requires careful community review of any development, yet also calls for a great deal of flexibility. The Precise Plan depends largely upon qualititative criteria and rigorous review in pursuit of project excellence, imagination and quality execution--rather than simply upon preestablished quantitative standards.

H. Although this Precise Plan does not currently cover adjoining properties, extension of the Precise Plan to land adjacent to Site B is encouraged in order to expand the potential for a major use. Consideration should also be given to abandonment of portions of High School Way if joint development in conjunction with the high school property can be effectuated. It is also noted that future consideration should be given to extending the Precise Plan to cover the southwest quadrant of the intersection prior to any significant redevelopment there.

IV. Use and Development Criteria

General - This Precise Plan encourages development of a quality, high-intensity office or commerical use, possibly combined with housing.

A. Permitted Uses

1. Administrative and financial offices.

2. Retail shops and sales as part of a larger complex.

3. Restaurants, when included as part of a larger multi-use complex.

4. Housing, when included as part of a mixed residential/commerical complex.

B. Provisional Uses

1. Other uses which are found by the Zoning Administrator to be compatible with the intent and principles of the Precise Plan by virtue of extent of their use and design of the buildings. Low-intensity uses, open sales activities, single-use retail buildings, garages and other auto-oriented uses shall not be considered appropriate and consistent with the principles and goals of this Plan (except insofar as very low-intensity interim uses may be approved on a short-term, temporary basis, e.g., Christmas tree lots).

2. Drive-up windows may be considered in conjunction with a banking use if it can be demonstrated that such use will not cause congestion on or off the site and the circulation pattern does not disrupt the parking lot design or pedestrian access. Drive-up windows for restaurants will not be permitted.

C. Development Criteria

General--These criteria are set forth as broad standards to help facilitate the appropriate design of the site. They may be deviated from if it can be shown that the change will substantially aid in meeting the principles of the Plan for a high-intensity, quality development on the site.

1. Building Height

   a. Area A--Maximum building height of 40'.

   b. Area B--Maximum building height of 70'; minimum height of 3 stories.

2. Building Coverage

Building coverage may not exceed 60 percent of each site.

3. Residential Density

A maximum of 1 unit per 1,000 square feet of the overall net project area may be considered if appropriate to the overall mixed-use site design.

4. Landscaping

a. A minimum of 30 percent of the site must be landscaped. Landscaping shall be designed to emphasize the intersection of Castro and El Camino providing a setting for a public-oriented plaza with fountain or sculpture, complementing the other two open corners.

b. Surface parking shall be screened from streets with a minimum 15' wide landscaped area, which provides at least 3' (above paving) of the parking and street of vertical screening for any parking. Low, decorative masonry walls may be combined with landscaping and mounding to help achieve screening.

5. Floor Area Ratio

a. Area A - No requirement.

b. Area B - A minimum of .75 to 1.

6. Parking

Because of the intended overall intensity of the use of the site, provision of much of the needed parking beneath the building or in separate structures is strongly encouraged. Any surface parking, as well as parking structures, shall be effectively screened from surrounding properties with landscaping (see landscaping requirements).

See Zoning Ordinance requirements for various uses. However, a mixture of uses is encouraged to maximize shared parking opportunities, which may allow a reduction in total parking to the extent uses will be complementary.

7. Yards and Setbacks

a. Building setbacks shall be carefully evaluated, considering the specific site and building design proposed, and taking into account site distances, building scale, height and bulk, proximity to other uses and orientation to the public streets.

b. A minimum 20' landscaped yard shall be provided from any street to any multi-story structure, with a greater setback adequate to create a substantial plaza required at Castro Street and El Camino Real.

c. A 5' yard may be considered for single-story retail structures fronting on Castro Street and El Camino Real except within 100' of the corner which must be preserved as a substantial open plaza.

d. Setbacks to adjoining properties may vary from zero next to commercial to a distance of equal to, or greater than, the building height next to residential.

e. Any property line common with residential must have a minimum 7' high masonry wall and extensive landscaping in no less than a 10' wide strip.

D. Other Required Conditions

1. Special attention shall be given to the orientation of the building to the intersection of Castro Street and El Camino Real and to achieving an imaginative, tasteful design which reinforces the role of the site as a community focal point and gateway to downtown.

2. Architectural and Site Design

a. Design Excellence--In keeping with this prominent location, special emphasis shall be given to architectural and site design excellence. Use of talented, experienced, recognized architects is encouraged to create an innovative, high quality, one-of-a-kind building and site design. Submittal of alternative siting and design studies may be required to help identify options and to aid in evaluation of the appropriate site and building design.

b. Coordinated Design--Each of the two areas shall be designed as a coordinated unit, even though separate ownership and phasing may be involved. Particular attention shall be given to access, parking layouts, building orientation and location, landscaping, transition to and buffering of adjoining uses and treatment of the public frontages.

c. Residential Design--Recognizing the urban setting, any residential uses shall be designed to promote privacy and reasonable separation from commercial activity and conflicts. Open areas, including decks, patios and common residentially oriented landscaped areas shall be at least 10 percent of the residential floor area. High-quality design and amenities shall be included to help create a distinctive residential setting.

d. Siting for Height and Bulk--Design of all structures, particularly those over three stories in height, shall consider impacts of shadow and restriction of solar access to adjoining properties and streets. Additional setback may be required to avoid solar conflicts and visual dominance of tall or massive structures. In determining the appropriate siting and the character of the building form, use of transparent versus solid walls, use of texture, detail, color and dimension articulation, and relationship to adjoining uses shall all be considered.

3. Signing

A detailed sign program shall be submitted for approval as part of the Planned Community Permit for Areas A and B. Signs shall be restrained in size, scale and design, recognizing the importance of this landmark location.

4. Roof Equipment

All roof equipment shall be screened on all sides and shall be architecturally integrated with the building design.

5. Noise

Noise-producing vents, fans and mechanical equipment shall be oriented away from adjoining properties. Residential units and exterior residential amenity spaces such as balconies shall be designed to reduce noise levels from the environment and achieve the desired noise levels specified in the General Plan to the extent feasible to 45 $dB(A)_{L10}$ daytime and 35$dB(A)_{L10}$ nighttime for interiors and 55 $dB(A)_{L10}$ daytime and 45$dB(A)_{L10}$ nighttime for exteriors.

V. Exceptions for Individual Developments

In the event it is found not to be possible for these areas to be developed as single projects, incremental development may be approved with development standards deviating from the criteria in this Precise Plan where it is demonstrated that it was not feasible to develop a single, unified project, and the resulting proposal otherwise satisfies the objectives of this Precise Plan.

VI. Administration

All major developments shall be approved by the City Council per Sections 36.22.6 to 36.22.10 of the Zoning Ordinance.

Once a major project has been approved, minor building or site modifications, signing and other changes not adversely affecting the essential character of the development may be approved by the Zoning Administrator per Sections 36.22.2 through 36.22.8.

KA/PLN/SAVE
801-11-15p

CITY OF MOUNTAIN VIEW

EL CAMINO MEDICAL PARK PRECISE PLAN

EL CAMINO MEDICAL PARK PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

SEPTEMBER 8, 1969

RESOLUTION NO. 8410

AMENDED	RESOLUTION NO.	SUMMARY
June 9, 1975	10507	
August 11, 1975	10570	
August 25, 1975	10601	
October 13, 1975	10645	
February 9, 1976	10796	
September 27, 1976	11161	
March 28, 1977	11438	
March 28, 1977	11439	
April 25, 1977	11507	
April 25, 1977	11508	
March 13, 1978	11974	
August 31, 1982	13665	Allowance for YMCA facility projecting into Cuesta Park.
April 12, 1983	13769	Development standards for Area C.
January 31, 1984	13926	Development standards for Area K.

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EL CAMINO MEDICAL PARK PRECISE PLAN
JANUARY 1984

INTRODUCTION

The area covered by this plan is shown on Exhibit No. 1 and incorporates the land surrounding the El Camino Hospital. The community goals for this area are:

1. to insure sufficient land to accommodate growth in quality medical service for the community.

2. to protect the residential character of the surrounding area.

3. to retain and encourage the open and parklike quality of the medical area.

4. to insure compatibility of the area with the City's District Park.

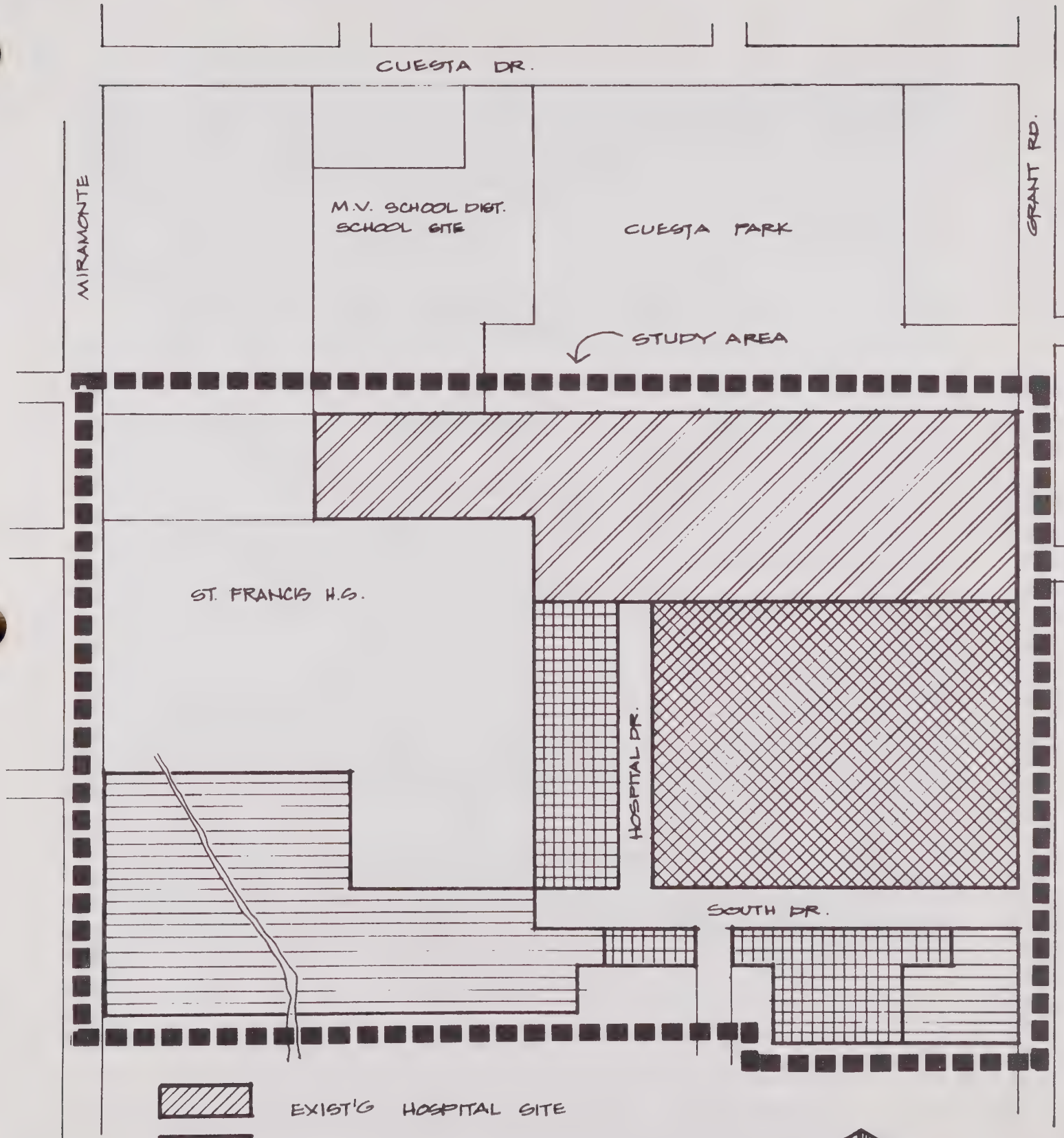
Medical services will be provided to a greater number of people as population increases and as medical care is increasingly thought of as a right. Complexity and specialization as well as medical coverage are expected to increase substantially in the future. Hospitals are the ideal nucleus of any health complex. Advantage should be taken of this possibility for development of a quality health complex by setting aside sufficient land for health-related activities around the El Camino Hospital. The Hospital District's area includes Mountain View, Los Altos, Los Altos Hills and Sunnyvale. At the present time (1969), there are approximately 94 doctors in the Mountain View; 78 or 83 percent have offices immediately surrounding the Hospital in the plan area.

The residents of Mountain View and the surrounding communities can best be served if the health facilities are operating at their optimum potential and efficiency. What is needed, therefore, is to provide a comprehensive plan to: (1) allow for and anticipate expansion and (2) to ensure a well-coordinated scheme for the functioning of these activities.

EXISTING LAND USE

The South Drive health complex or El Camino Medical Park is, as of the preparation of this Plan, designated as Administrative and Professional Office District. The properties surrounding the El Camino Medical Park on the south, west and east can best be described as a predominantly low-density, single-family residential area. Current zoning in this surrounding area is R1, R1-7.5L, R1-8L and R1-8.5L.

EXHIBIT #1



EXISTING LAND USE - 1969

Directly to the north of the Hospital District's land is a City District Park (Cuesta Park) containing approximately 25 acres and serving the entire City south of El Camino Real. On the north, there is also an undeveloped 10-acre school site held by the Mountain View Elementary School District.

The El Camino Medical Park area is as follows:

Hospital Acreage:		
Existing (Original Hospital Site)	18.0 acres	
Additional for Future Development	22.4 acres	
TOTAL		40.4± acres
Health-Related Activities Acreage:		
Existing Developed	8.3 acres	
Additional for future development:		
From Grant Road to Permanente Creek	11.9 acres	
From Permanente Creek to Miramonte	6.0 acres	
TOTAL		26.2± acres
St. Francis High School Acreage:		22.7± acres
Dominican Sisters of Oakford Acreage:		4.0+ acres
TOTAL EL CAMINO MEDICAL PARK (STUDY AREA) ACREAGE:		93.3± acres

At the present time, there are approximately 88 doctors/dentists occupying some 5.4 acres or approximately 16.3 doctors/dentists per acre. The other 2.9 acres of the 8.3 are occupied by paramedical uses (note, however, that a few nonmedical Professional uses are also included in this category).

ANTICIPATED LAND NEEDS

Doctors. The 1969 ratio of doctors*/1,000 population for Santa Clara County is 1.42 as compared to the six Bay Area county** of 1.62 (see Exhibit Nos. 2 and 3). In the past year, Santa Clara County has shown a slight increase in this ratio. Assuming that the increase will continue to 1985 (population estimate--1,708,500) and will reach 1.50, the number of additional doctors will be 1,386. Currently, 18.1 percent of the doctors in the County practice within the El Camino District. Since the opening of the El Camino Hospital, this percentage has been increasing at an average of 0.6 percent per year. Assuming that the District's share of practitioners will be limited to 25 percent in 1985, the number of additional doctors in the District will be 294. At the present time, 37.5 percent of the practitioners in the District have offices in Mountain View, and this is increasing at a rate of 2.8 percent/year. Assuming that by 1985, Mountain View will receive a limit of 50 percent of the District's doctors, the number of additional doctors needing space in Mountain View will be 147. Of the 147 doctors, conceivably 90 percent will locate in the hospital area. This would mean that approximately 8 acres of land (at the present density of 16.3 doctors/acre) will be needed for the additional 132 doctors.

Dentists. The present ratio of dentists/1,000 population for the El Camino Hospital District is 0.70, and this ratio has been increasing at the rate of 0.01 each year. The present ratio of dentists/1,000 population for Mountain View is 0.58. In the past 8 years, Mountain View has experienced an annual increase of .025 each year. Assuming that the ratio increase will continue to a limit of .75 dentists/1,000 population by 1985, there will be 49 additional dentists in Mountain View. Assuming that one-third (present ratio) of the future dentists will want to locate in the El Camino Medical Park Area, this will mean that approximately 1 acre will be needed for the additional 16 dentists.

Convalescent Hospitals. The number of convalescent hospital beds in the District in 1968 was 556, and there are proposals for an additional 374 beds. Mountain View alone accounts for 123 of the proposed additional beds. Additional bed needs are projected to 1985 and are shown on Exhibit No. 5. The projected needs are based upon the current rate of 933 patient days per year per

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*Doctors in Private Practice

**Six Bay Area Counties (Alameda, Contra Costa, Marin, San Francisco, San Mateo, and Santa Clara)

1,000 population. This assumes that the current rate will remain in the future. The current rate for the larger mid-Peninsula area* is 1,040 patient days per 1,000 population. Assuming the higher rate of 1,040 for the District, a projection will be correspondingly higher. In either case, it is evident that the proposed additional beds far exceed the needs for the District. Controls should be placed upon the Medical Park area and the District in general to restrict additional convalescent hospital usage until such time as the need arises. In light of this, the patient day/1,000 Population rate should be reviewed from time to time and the projected bed needs revised as required.

Total Needs. A total of 9 acres will be required by 1985 for the medical-dental needs. Paramedical needs (including convalescent hospitals) will require approximately 4.5 acres at the present ratio of 2:1 (ratio of land for doctors/dentists use to land for paramedical use). A total of approximately 13.5 acres will be needed based on the predictions above. Space requirements for the period beyond 1985 and for new systems and health facilities that will change and affect our whole system of health care must be reviewed as changes occur. The plan must be modified accordingly.

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*Parts of both San Mateo and Santa Clara Counties, including Palo Alto, Redwood City, Atherton, Menlo Park, Belmont, San Carlos, Mountain View, Los Altos, Los Altos Hills, Half Moon Bay, San Gregorio, La Honda and Portola Valley.

EXHIBIT #2

DOCTORS (PRIVATE PRACTITIONERS) IN THE EL CAMINO HOSPITAL DISTRICT*

	Population	Doctors	Doctors/ 1,000 Pop.	% of Doctors	% of Pop.
1960					
Los Altos and Los Altos Hills	23,108	45	1.9	36.8	21.6
Mountain View	30,889	18	0.58	14.8	28.9
Sunnyvale	52,898	59	1.1	48.4	49.5
	106,895	122	1.14	100.0	100.0
1966					
Los Altos and Los Altos Hills	29,618	47	1.6	21.0	18.2
Mountain View	48,502	72	1.5	32.3	29.8
Sunnyvale	84,824	104	1.2	46.7	52.0
	162,945	223	1.37	100.0	100.0
1968					
Los Altos and Los Altos Hills	31,000	42	1.3	16.7	17.8
Mountain View	51,500	94	1.8	37.5	29.6
Sunnyvale	91,500	115	1.3	45.8	52.6
	174,000	251	1.44	100.0	100.0

* Adjusted to coincide with City boundaries for the purposes of this report.

EXHIBIT #4

DENTISTS (PRIVATE PRACTITIONERS) IN THE EL CAMINO HOSPITAL DISTRICT

	Population	Dentists	Dentists/ 1,000 Pop.	% of Dentists	% of Pop.
1960					
Los Altos and Los Altos Hills	23,108	26	1.1	39.3	21.6
Mountain View	30,889	12	0.38	18.2	28.9
Sunnyvale	52,898	28	0.53	42.5	49.5
	106,895	66	0.62	100.0	100.0
1966					
Los Altos and Los Altos Hills	29.618	31	1.0	31.67	18.2
Mountain View	48,503	22	0.45	22.4	29.8
Sunnyvale	84,824	45	0.53	46.0	52.0
	162,945	98	0.60	100.0	100.0
1968					
Los Altos and Los Altos Hills	31,000	30	1.0	24.5	17.8
Mountain View	51,500	30	0.58	24.5	29.6
Sunnyvale	91,500	62	0.68	51.0	52.6
	174,000	122	0.70	100.0	100.0

* Adjusted to coincide with City boundaries for the purposes of this report.

EXHIBIT #5

CONVALESCENT FACILITIES IN THE EL CAMINO HOSPITAL DISTRICT*

	Population	Patient Days**	Patient Days/ per 1,000 pop.	Existing Beds
1968				
Los Altos and Los Altos Hills	31,000	22,748	734	66
Mountain View	51,500	102,131	1,983	322
Sunnyvale	91,500	37,523	410	168
	174,000	162,402	933	556

POPULATION PROJECTION***

Cities	1975	1980	1985
Los Altos and Los Altos Hills	33,000	39,000	45,000
Mountain View	77,000	91,000	105,000
Sunnyvale	107,000	112,000	115,000
	217,000	242,000	265,000

PROJECTED ADDITIONAL BED NEEDS FOR THE DISTRICT OVER 1968

1975----------60
1980----------71
1985----------65

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* Adjusted to coincide with City boundaries for the purposes of this report.
** State of California
*** Planning Departments

THE PLAN

Land Use.

The undeveloped acreage, 11.9 acres (excluding the hospital and school lands), from Grant Road to Permanente Creek shall be reserved for private medical and paramedical uses (see Exhibit No. 7). The six-acre area from Permanente Creek to Miramonte shall be reserved for residential development. This plan makes available approximately 11.9 acres for future medical and paramedical development. It is estimated that by 1985, the medical and paramedical acreage (13.5 acres) will have exceeded the available 11.9 acres set aside for this use. The additional acreage would be provided elsewhere in the community. To intensify the use of the land around the hospital to accommodate this additional demand may have adverse effects upon the quality of the surrounding areas. Phasing of use in this plan is then critical in order to preserve or give priority to those uses which have a more functional relationship to the hospital (see Exhibit No. 8 for allowable uses).

Circulation System.

Primary arterial access to the Medical Park is taken from Grant Road via Eunice Avenue, South Drive and Covington Road. A loop consisting of the extension of Eunice Avenue, Hospital Drive and South Drive form an essential interior street system to distribute traffic throughout the hospital area. As shown on the plan map (Exhibit No. 7), South Drive will extend west of Hospital Drive at 60' right-of-way and terminate in a cul-de-sac east of Permanente. Eunice Avenue shall be extended in a more or less straight line at a 60' right-of-way to connect with an extended Hospital Drive. Eunice extension improvements shall be completed by May 6, 1980. Until such time as Eunice Avenue is extended to meet Hospital Drive, the signing, striping and parking along the hospital entrance driveway shall be designed to facilitate traffic movements between South Drive and the Eunice Avenue/Grant Road intersection.

The Eunice Avenue/Grant Road intersection is signalized. Signalization at South Drive may be needed to provide for more efficient traffic flow along Grant Road and improved access from the residential areas.

As shown on the plan map (Exhibit No. 7), emergency access, in the event of a disaster restricting use of Grant Road, shall be available from Cuesta Drive from the north and Miramonte Avenue to the west. Modification and additions to existing paths in the Park, and continuation of paths across hospital lands to the Eunice Avenue extension will be necessary for access from the

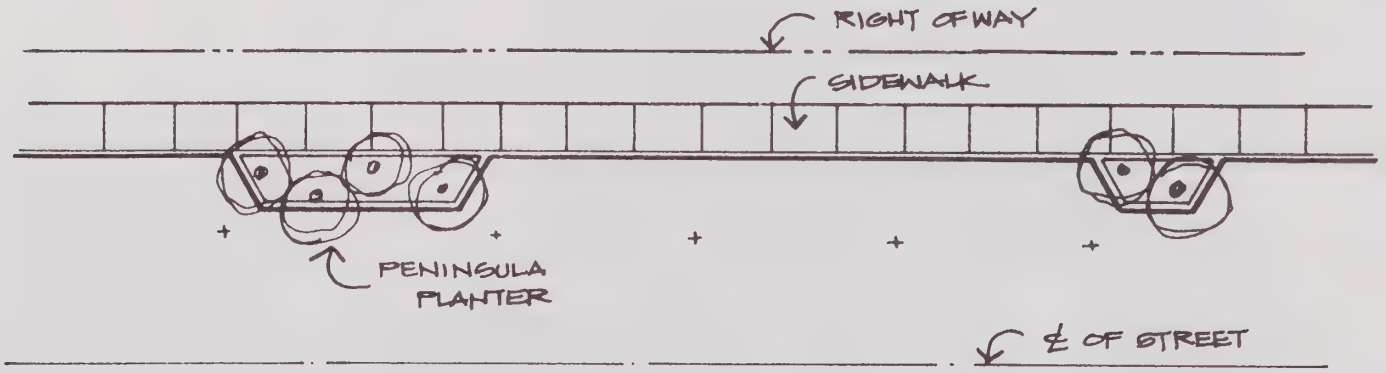
north. Likewise, it will be necessary to coordinate with St. Francis High School in order to extend emergency access to Miramonte Avenue. In the event of a catastrophe, emergency access from the City of Los Altos area will be provided from Covington via Thatcher Drive.

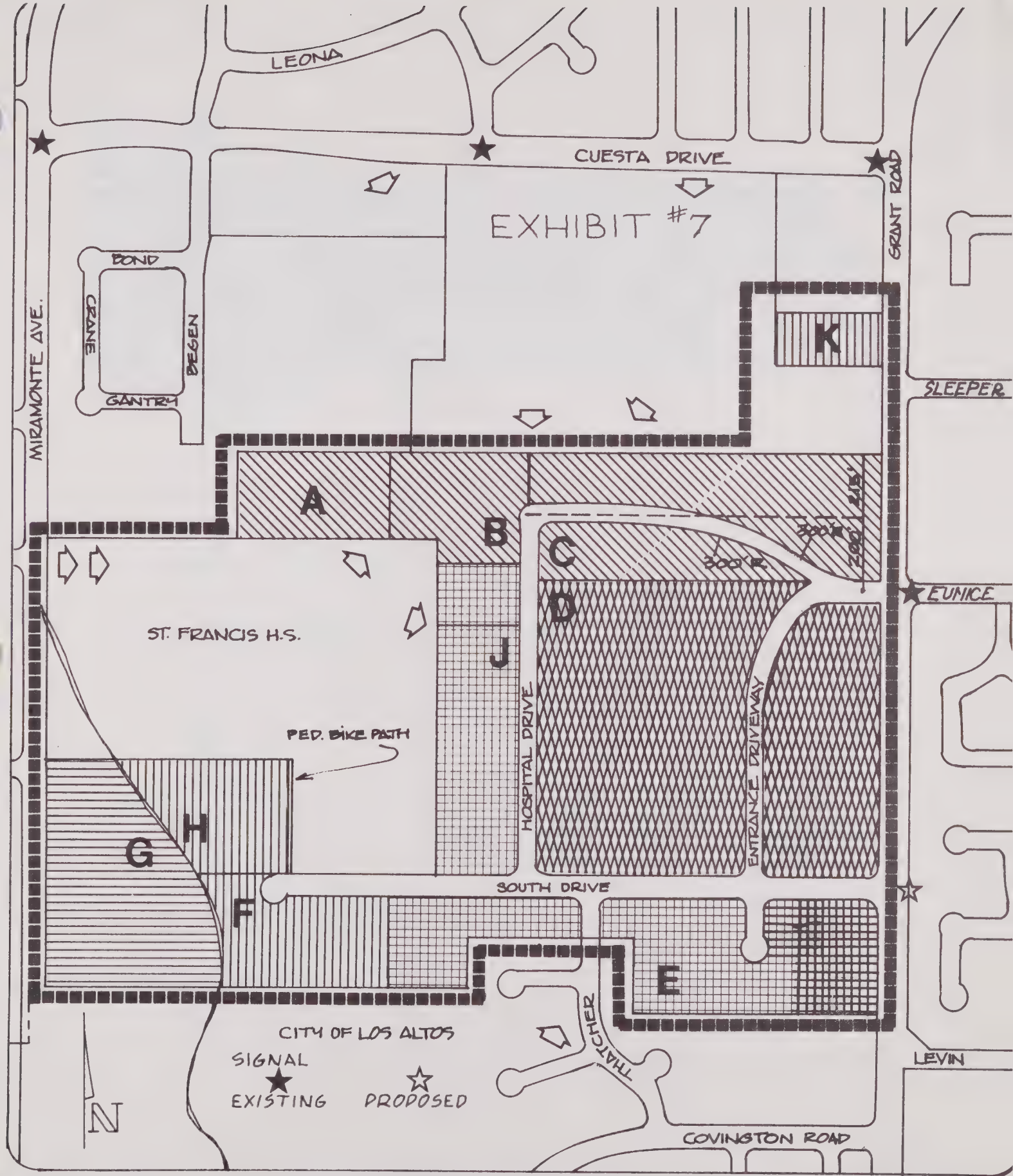
In coordination with St. Francis High School, a pedestrian and bicycle path shall be extended from the end of South Drive to Miramonte Avenue, via bridges on the school lands.

Street Design. Street design shall conform to the City's standards, but special design treatment should be included. For example, peninsula planting spaces should be placed at random along both South Drive and Hospital Drive for street tree planting. Planting peninsulas should be 6' wide and should occupy space normally taken by the parking aisles (see Exhibit No. 6 below).

A bus stop or stops should be provided in this area for the anticipated future transit system.

EXHIBIT #6





JULY 1977 EL CAMINO MEDICAL PARK PLAN SCALE 1"=400'

EXISTING HOSPITAL
HOSPITAL MEDICAL USE
RESIDENTIAL USE
FUTURE MEDICAL, PARA MEDICAL USE
EXISTING MEDICAL, PARA MEDICAL USE
EMERGENCY ACCESS

VISUAL FORM

The location, height and bulk of buildings, and the location and depth of open spaces in the medical park area will determine the desirability of the medical park area itself as well as the surrounding community areas. Large buildings properly located can produce a feeling of strength and spirit and can constitute desirable views and landmarks. Improperly located, such structures can produce a crowded, congested feeling. Each area of the medical park is examined for its appropriate visual form. Exhibit No. 7 shows the various areas distinguished by a letter symbol. Development standards to achieve such visual form are set forth for each area.

EXHIBIT #8

PHASE I (1969-1980)

Principal Permitted Uses

1. Medical offices
2. Dental offices
3. Clinic offices
4. Occupational - physical therapy
5. Communicable disease clinic
6. Psychiatric - social services
7. Medical - social services
8. Other medical-psychiatric related uses, i.e., blood bank, nurses associations, etc.
9. Medical-dental laboratories, not including the manufacturing of pharmaceutical or other products for general sales or distribution
10. Public and quasi-public uses appropriate to the district such as hospitals, convalescent hospitals, medical research, and schools for psychiatric research facilities, etc.
11. Pharmacies, not exceeding 800 square feet in total area, located within a medical building containing other principal permitted uses; primarily selling pharmaceutical products and medicines; and having no exterior display, advertising in show windows or other appearance making this use dissimilar from other medical occupants in the building.

Accessory Use

1. Incidental services, such as restaurants, pharmacies, and retail sales to serve occupants and patrons of the permitted use, when conducted within the same building, provided there is no exterior display or advertising.

Time Limit Uses (May be granted for 10 years with possible 5-year extensions)

1. Administrative, executive and editorial offices
2. Professional offices (other than medical)
3. Other business offices
4. Any other office determined to be of the same general character of the above uses

PHASE II (1980-1985)

Principal Permitted Uses

1. Medical offices
2. Clinical offices
3. Occupational - physical therapy
4. Communicable disease clinic
5. Psychiatric - social services
6. Medical - social services
7. Other medical - psychiatric related uses (i.e., blood bank, nurses associations, etc).
8. Medical-dental laboratories, not including the manufacturing of pharmaceutical or other products for general sales or distribution.
9. Public and quasi-public uses appropriate to the district such as hospitals, convalescent hospitals, medical research, and schools and psychiatric research facilities, physical fitness/recreation, rehabilitation and health education facilities, etc.
10. Pharmacies, not exceeding 800 square feet in total area, located within a medical building containing other principal permitted uses; primarily selling pharmaceutical products and medicines; and having no exterior display, advertising in show windows or other appearance making this use dissimilar from other medical occupants in the building.

Accessory Use

1. Incidental services, such as restaurants, pharmacies, and retail sales to serve occupants and patrons of the permitted uses, when conducted within the same building, provided there is no exterior display or advertising.

General Development Standards

Standards for development should take into account each area's individual characteristics, and its potential for development. The establishment of the following general criteria are pertinent for the entire medical park area.

1. The hospital, with its extensive landscaping and open space, has become a pleasant accent on an otherwise homogeneous suburb. Development policies should promote and retain the open space which provides the parklike quality of this medical complex.

2. Compatibility with surrounding residential areas should be ensured by providing buffers and design forms compatible with the residential areas.

3. Special attention should be given to parking areas to reduce their visual impact. Appropriate landscaped mounds or hidden, below-grade parking should be encouraged. Approximately 10 percent of open parking areas should be landscaped. (See "Summary of Development Standards.")

4. Open spaces should be coordinated (between uses and between ownerships) so as to provide more prominent and useful space.

5. Development in the area should recognize the importance of Cuesta Park, and integration should be encouraged.

6. Lighting shall be screened and subject to the approval of the Public Works Director.

7. Special design efforts within Areas B and C to reduce development impacts to integrate development into the park setting (e.g., connecting paths, special landscape design, depressed building and parking areas, etc.) are encouraged. Such special accommodatations may be considered as a basis for minor relief from development standards.

Specific Development Standards

The areas referred to by letters are shown on Exhibit No. 7.

Area A - Development in Area A should be low in intensity, reflecting a residential character. Appropriate building height should be to 1 1/2 stories (about 25'). This is based upon its

proximity to the residential uses to the north and west and to the difficulty of access occasioned by its probable service by a cul-de-sac.

Area B - Development in this area may reflect a higher intensity of use because of its proximity to the office area (J), the existing hospital, the park and St. Francis High School. Appropriate height should be 40'. Cluster developments are to be encouraged.

Area C - Development in the area north of the existing hospital should be of a medium intensity as reflected by building heights of 35' and ground coverage (by buildings) of 25 percent. Medium intensity of use is specified in light of the adjacent park site and open areas around the hospital. A setback to building of two times the building wall height should be maintained from park and 150' from Grant Road (see "Summary of Development Standards"). Landscaping and landscaping structures should occupy at least the front 40' of the Grant Road setback and generally all of the setback area between the building and the Park. (Landscaping should be integrated with the park planting.) A pedestrian entrance to the park could be established from the intersection of Eunice and Grant Road in the Grant Road setback. This will provide spatial continuity of hospital development with the park. (And, additionally, this will provide a visual enlargement of the park frontage along Grant Road.)

One possibility is that this parcel could be developed for an extended care facility. This use is compatible with the plan; however, attention should be focused on the building form so that it will provide openings to let the spatial forms of the park through as a means of providing compatibility.

Another possible use is a joint YMCA/El Camino Hospital health education and family fitness center. This use can integrate the medical park with Cuesta Park and act as an extension of the Park, both visually and recreationally, by providing residents with additional recreational and physical fitness activities.

Area D - As we have stated previously, the hospital and the park are major urban forms, and because of the importance of each of these forms, they must not be in conflict with one another. The forms should complement each other. Additional high-rise development of the existing hospital site is not considered detrimental if the high-rise is confined to and around the existing hospital. The open area fronting the hospital and Grant Road should not, however, establish any new surface parking. The continuity of open spaces around the hospital development will provide the hospital with a natural setting, making the scale of the hospital form compatible with the park form. If any new

building development is to be considered in front of the hospital (Grant Road side), existing surface parking areas should be eliminated and below-grade parking or parking structures should be designed as a part of the total building. The building should be set back 200' from the property line on Grant Road (see "Summary of Development Standards"). The building should be in the form of a tower to reduce its massing effect upon the area.

Areas E, F, and H - Developments along South Drive should be low-density in nature compatible with the existing medical buildings and the southerly residential areas. Height should be determined as a variable of the distance form the residential property. One and one-half stories at 25' (as measured in the Zoning Ordinance) shuld be sought. Developments bordering on residential properties should have landscaped buffers. Developments at 100' from residential properties may be 2 1/2 stories at 30'. Creekside development shall preserve, respect and complement the natural creek setting and ecology.

Cluster-type developments with common open and parking areas should be encouraged to provide greater visual continuity with other open space.

After 1980, convalescent hospital developments would be suitable in Area E because of its proximity to an existing convalescent hospital and its border with the residential area. Another area that may be considered for convalescent usage is the area in Area F adjacent to Permanente Creek. Integration of the natural landscaping of the creek with a building form will provide an extremely pleasant outdoor convalescent area.

Area G - Housing should be oriented inwards away from Miramonte Avenue to lessen the impact of traffic and noise. A cluster development should be encouraged to conserve open areas, and to relate to the open forms of the medical uses. Creekside development shall preserve, respect and complement the natural creek setting and ecology.

Area K - Development of this area should be of low intensity due to its relationship to the Park; due to its relationship to the residential uses to the north due to its limited access onto Grant Road; and, due to its separation from the remainder of the medical park. Appropriate building height would be 35'.

Heavy emphasis should be placed on landscaping and the general orientation of use and design of this property to Cuesta Park. Potentially, pedestrian access between this use and the rest of

the medical park may be provided through Cuesta Park, allowing a unique natural setting for development of this property. The existing specimen oak and other mature vegetation shall be preserved.

Due to the unique parklike setting of this property, the use list on Page 12 of the Medical Park Plan may be extended to include normally residentially oriented quasi-public uses such as nursery schools.

Architectural Standards

Character of Design: The architecture and landscape should relate well to the existing residential design. This is not to say that each building should look like a house, but that designs should respect the scale, color, texture, juxtaposition and use of materials on the dwellings. Contemporary design here is more appropriate than historical or traditional style.

Scale: Buildings should be small and informal in scale. Building clusters with courtyards, connectiong corridors, etc., which bear a close relationship to the residential atmosphere should be encouraged. Larger building forms can be permitted if the forms are broken up to lessen the impact of mass.

Color: Generally speaking, muted earth colors are preferred, such as ochre, olives, browns, warm grays, etc. Bold and bright colors should be limited for accents only.

Materials: The use of natural materials such as wood, brick or stone are preferred over steel, aluminum or plaster.

Texture: Textural interest inherent in the material is desirable. Fabricated texture for texture's sake should be avoided.

Roofs: Roofs should be designed to maximize visual interest without being dominating; interesting, yet compatible.

Lighting: High luminaires should be avoided to lessen spillage into residential lots. Lower-height luminaires are preferred. Luminaires should be consistent with the design of the building. Soft lighting is preferred.

Utilities: All electrical conduit, telephone cables, etc. should be placed underground.

Signing: All buildings shall be limited to one sign only. The size should be limited and signs should be mounted flat against the building. One freestanding sign should be permitted

per lot, with a size of approximately 50 square feet and a height of 10'. All signs should be unlighted or indirectly lighted. Signs should not all be designed to the maximum limits but proportioned to the size of the building. All signs should relate to the scale and character of the building.

These criteria are in no way intended as a magic formula for good planning and architectural design but to serve as a guide to encourage quality development. They establish the relationships between the elements which make up the physical environment.

Application of the Zoning Ordinance

The entire area should be zoned P to accommodate all the above policies. This zone allows flexibility and yet provides the opportunity for specific standards whicn can apply to the goals and objectives of this area.

Additional and precise controls for the P District may be effectuated by being added to this plan. The plan provides for the location, type, use of structures, types of parking and open spaces. The plan is the tool for providing the community with an integrated development; achieving the balance of structure, open space and natural forms.

Implementation and Administration

Developments must generally be approved through the Planned Community Permit process, including Council approval. After approval of the development, minor building expansions or use changes conforming to the Medical Parking Plan may be approved by the Zoning Administrator following a public hearing. However, signs, minor site changes and minor building alterations which conform with the Medical Park Plan may be granted through the Site Plan and Architectural Review process without the necessity of a Planned Community Permit or public hearing.

Summary of Development Standards

Areas A, E, and F

Setbacks	-	30' distance from residential property 10' from all other properties 30' average setback from public streets. A minimum of 10' is allowed. This setback must be kept open for landscaping only.

Heights - 1 1/2 stories or 25'
2 1/2 stories or 30' at a distance of 100' from residential property.

Coverage - Building coverage at 30 percent of the lot.

Buffers-Barriers - (fences, screens, landscaping, etc.) should be constructed along property lines adjacent to residential properties. A 30" wide planting strip will be included as part of any barrier.

Landscaping - 25 percent of total lot should be open and landscaped.
8 percent of which shall be allocated for landscaping of the parking areas.

Area B

Setbacks - The minimum setbacks along all property lines is 10', all of which must be landscaped.

The minimum setback to any building is 30' from Cuesta Park or any street, which must be increased to equal the height of the building wall for any wall over 30' high, all of which must be landscaped.

Height - 40'

Coverage - Building coverage of 30 percent of the lot.

Area C

Setback - The minimum setback along all property lines is 10', all of which must be landscaped.

The minimum setback to any building or parking facility is:

a. From Cuesta Park - for the first 15'0" from the Grant Road property line, a minimum of 70', all of which must be landscaped; for the

rest of the Cuesta Park frontage, a minimum of 30', which must be increased to two times the height of the building wall for any building over 15' high, all of which must be landscaped except that, when approved through the Planned Community Permit process, limited paved areas may encroach into the setback areas provided they are adequately screened (landscaping, mounds, landscape structures, etc.) to maintain the dominant landscaped appearance of the setback areas.

b. From Grant Road - 150' from the Grant Road property line with at least the front 40' from Grant Road being landscaped.

c. From North Drive - An average of 30', all of which must be landscaped.

Heights - 35'

Coverage - Building coverage of 25 percent of the lot.

Landscaping - 40 percent of the total lot shall be open and landscaped, 15 percent of which shall be allocated for landscaping of the parking areas.

Area D

Setbacks - 200' from the property line at Grant Road.

Heights - To be determined.

Coverage - To be determined.

Area H

Setbacks - 30' from residential property.
10' from all other property lines.
30' average from public street - see Areas A, E, and F.

Heights - 1 1/2 stories or 25'.
2 1/2 stories or 35' at a distance 100' from residential property line.

Coverage - Building coverage of 30 percent of the lot.

Buffers-Barriers - (fences, screens, landscaping, etc.) should be constructed along property lines adjacent to residential properties. A 30" wide planting strip should be included as a part of any barrier.

Landscaping - 25 percent of the total should be open and landscaped, 8 percent of which shall be allocated for landscaping of the parking areas.

Area G

Residential Area - For standard residential subdivision, see R1-7.5L zoning requirements.

Standards for cluster type developments to be determined.

Area K

Setbacks - 20' from the north property line, except that the specimen trees there must be adequately accommodated in good health.
30' from the westerly property line.
50' setback from the southerly property line, 60 percent of which must be landscaped.
100' setback from Grant Road.

Heights - 35'.

Coverage - 25 percent of the lot.

Buffers-Barriers - Buffers and barriers shall be avoided adjacent to Cuesta Park wherever possible. Where such barriers can be demonstrated to be needed, they shall be designed to be as unobtrusive as

possible so as not to detract from the visual continuity of this parcel and the Park.

Landscaping - 30 percent of the lot shall be open and landscaped. Landscaping shall be included within the parking area. Mounding and landscaping shall be used to screen parking from Grant Road and Cuesta Park.

Appendix:

Exhibit 9

Parking Recommendations

1. Landscaped mounds around the parking area.

2. Below-grade parking: either completely underground or a combination of surfaced and underground.

Exhibit 10

Typical subdivision and development without controls, similar to the existing development on Hospital Drive.

Exhibit 11

Shows how a cluster form can develop adding interest to the building form and open areas. Note the open court spaces are larger and more usable.

Exhibit 12

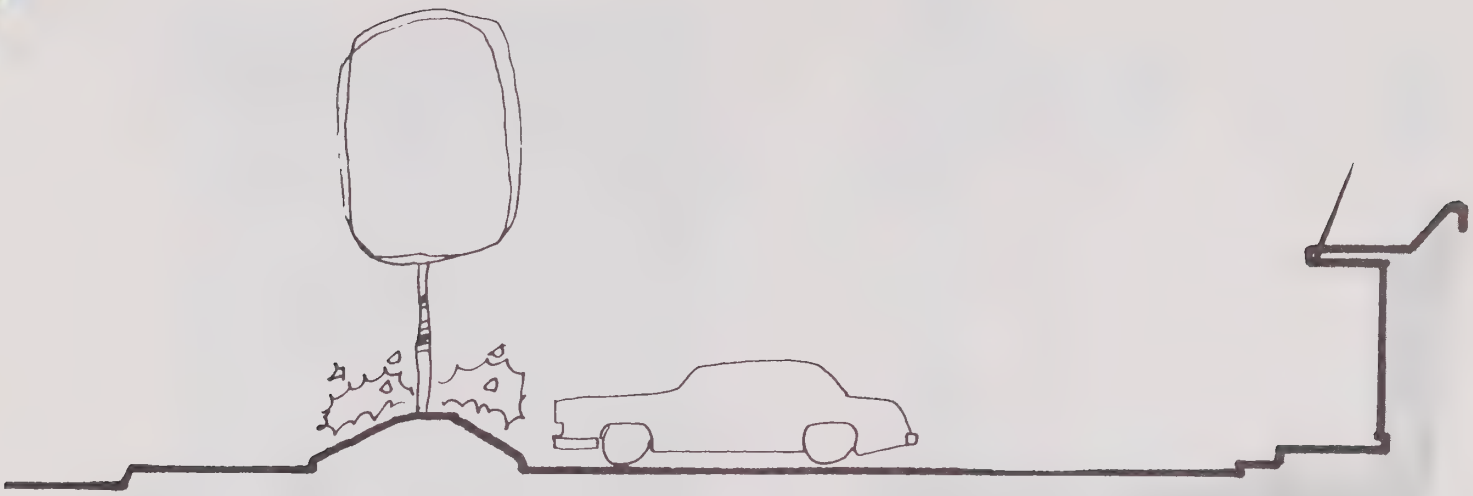
A typical cluster development, which shows the harmony of scale and character to the residential areas.

Exhibit 13

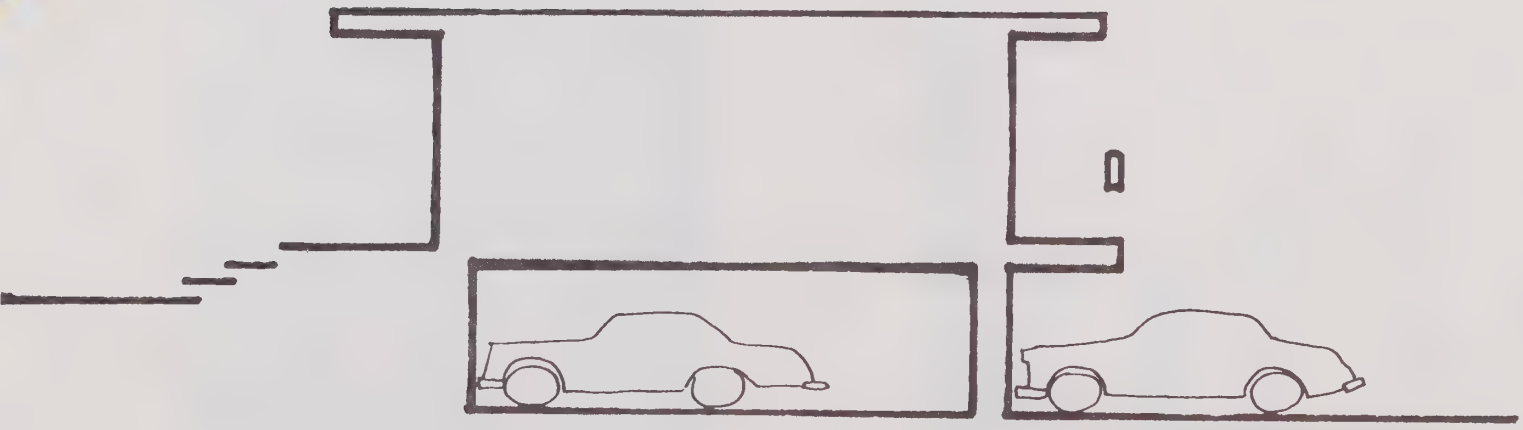
Typical cluster development making better use of open court spaces, adding interest, and relating to the residential scale.

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812-6-11PP

EXHIBIT #9

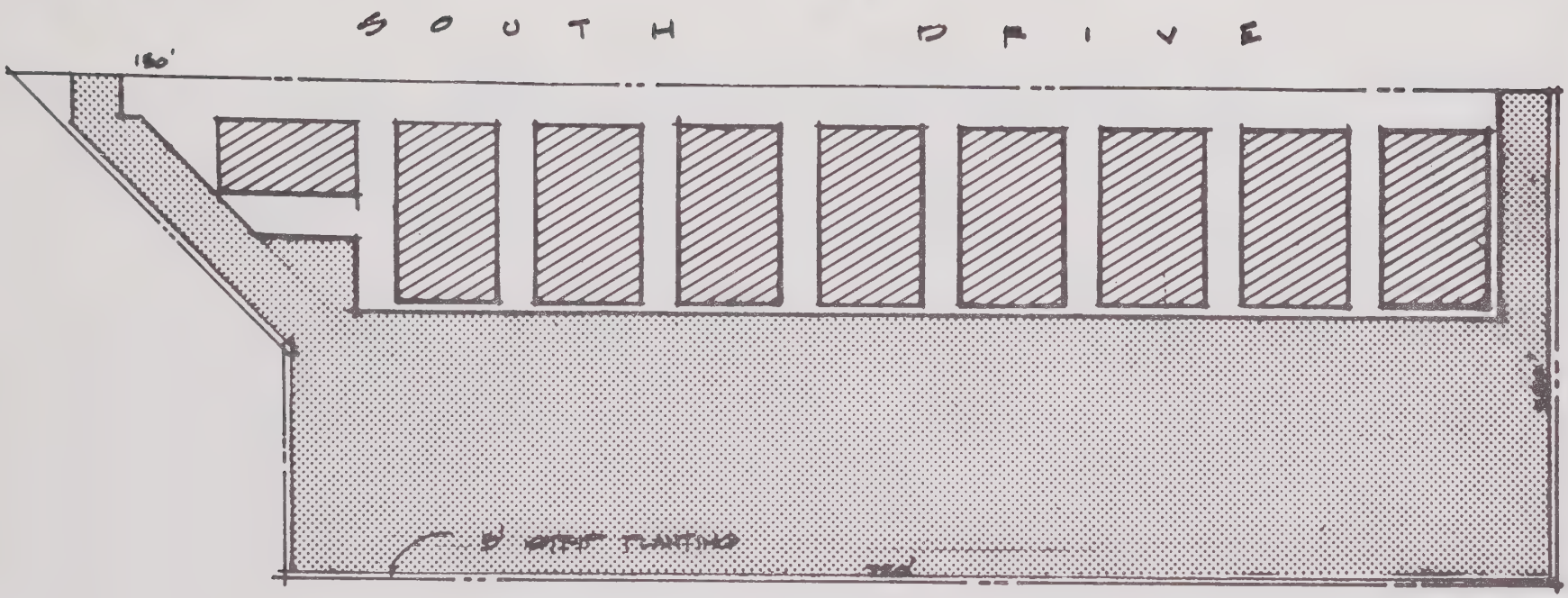


LANDSCAPED MOUND



BELOW GRADE

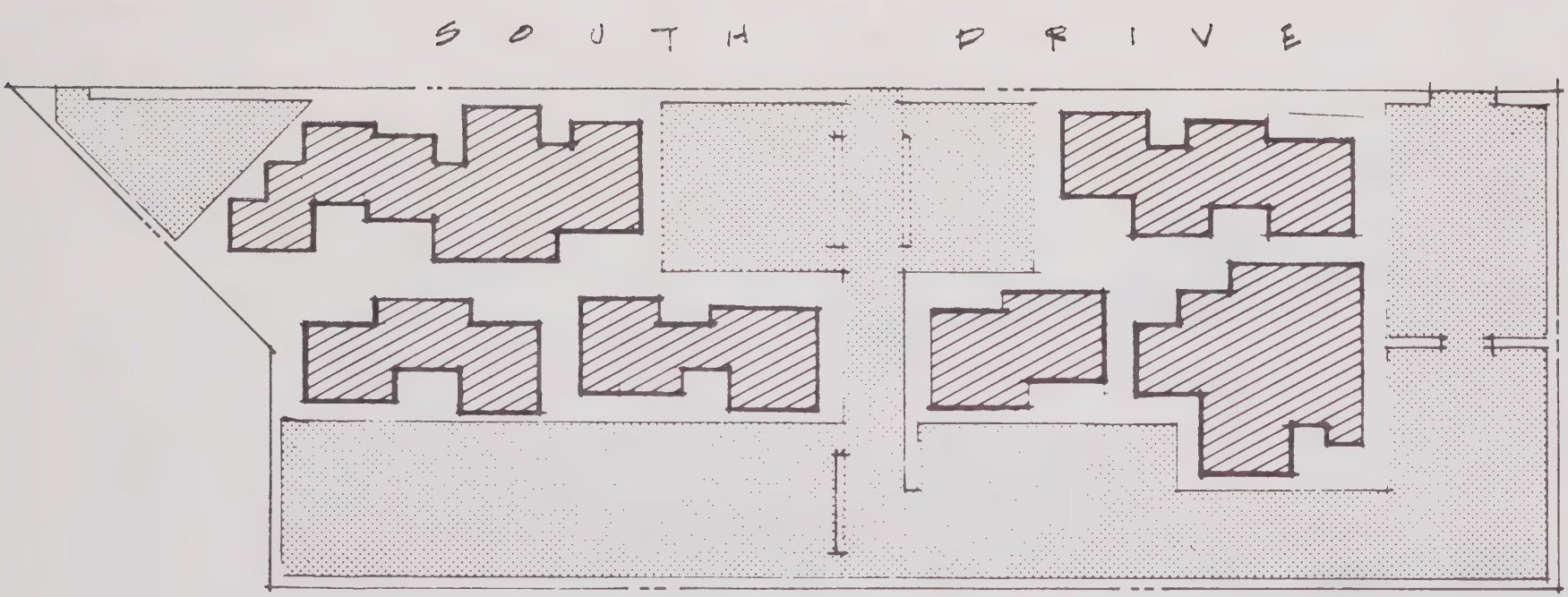
RECOMMENDED PARKING



AREAS	SQ. FOOTAGE	PERCENTAGE
BUILDING	81,600	29.9 %
OPEN SPACE (LANDSCAPED)	42,800	21.5
PAVED PARKING	103,000	51.8
OPEN SPACE (LANDSCAPED)	1,500	0.8
TOTAL	198,800	100 %

PARKING RATIO 1 CAR SPACE / 150# BLDG. AREA

EXHIBIT 10



AREAS	SQ. FOOTAGE	PERCENTAGE
BUILDING	51,500	25.9 %
OPEN SPACE (LANDSCAPED)	39,800	20.0
PAVED PARKING	103,000	51.8
OPEN SPACE (LANDSCAPED)	4,500	2.3
TOTAL	198,800	100 %

PARKING RATIO 1 CAR SPACE / 150$^{\square}$ BLDG. AREA.

EXHIBIT 12



EXHIBIT 13


MEDICAL
PARK PLAZA
DR DOOLITTLE
DR SEUSS
DR SPOCK
DR NO
DR STRANGELOVE
DR

CITY OF MOUNTAIN VIEW

EL MONTE/ EL CAMINO PRECISE PLAN

EL MONTE/EL CAMINO PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

DECEMBER 10, 1985

RESOLUTION NO. 14323

Amended Resolution No. Summary

EL MONTE/EL CAMINO PRECISE PLAN

DECEMBER 10, 1985

A. LOCATION

This area, located at the southeast corner of El Camino Real and El Monte Avenue is divided into four parcels in three ownerships (Exhibit I). The major property (Area A) consists of 5± acres (two parcels), of which approximately 50 percent is occupied (1985) by the Hubbard & Johnson building supply outlet and storage areas; the remainder of the property is vacant. Area B is vacant (1985), but dominates the corner of El Camino Real and El Monte Avenue. Because of its location on the intersection, access is awkward.

B. PURPOSE

This Plan provides guidelines, design parameters, density and use limitations which accommodate the potential for retail commercial uses, offices and housing or in the form of mixed-use development. The Plan relies on and references the C3 Commercial District but applies additional criteria to help ensure retail use of this relatively large site. The Plan also provides provisions to encourage common development, but also allows the smaller corner property to develop independently.

C. USES

1. Area A

a. Permitted:

(1) Shopping centers, retail businesses and service establishments including restaurants.

(2) Offices located above the ground floor limited to 50 percent of the project floor area.

b. Provisional:

(1) Housing when included as part of a mixed residential/commercial complex.

(2) Indoor commercial recreation facilities including theaters.

(3) Other uses which are found by the Zoning Administrator to be compatible with the intent and principles of the Precise Plan by virtue of extent of their use and design of the buildings.

(4) Drive-up windows may be considered in conjunction with a banking use if it can be demonstrated that such use will not cause congestion on or off the site and the circulation pattern does not disrupt the parking lot design or pedestrian access. Drive-up windows for restaurants will not be permitted.

2. Area B

a. Permitted:

(1) Offices with a floor area ratio not to exceed those enumerated below.

(2) Low-intensity retail businesses such as furniture outlets which generate minimal traffic.

(3) All uses permitted in Area A if mutual access is provided.

b. Provisional:

Any uses listed as permitted or provisional in Area A, above, so long as access is coordinated with the larger site and the site design is effectively coordinated with the redevelopment of the larger site.

D. DESIGN GUIDELINES

1. C3 Development Standards

Unless otherwise enumerated, the basic provisions of the C3 District shall serve as minimum design standards for uses on the property.

Particular attention shall be given to additional street side landscaping, building setbacks, and orientation of buildings at the corner to avoid sight distance and access problems, to enhance this major site and to screen parking.

2. Building Coverage

Building coverage may not exceed 50 percent of each site.

3. Residential Density

A maximum of 1 unit per 2,000 square feet of the overall net project site may be considered if appropriate to the overall mixed-use site design.

4. Landscaping

A minimum of 20 percent of the site must be landscaped. Landscaping shall be used to complement the intersection of El Camino/El Monte.

The existing grove of trees on the City-owned land shall be preserved and incorporated into the site design. This area shall not be counted towards required landscape requirements unless legally joined with one of the properties.

5. Floor Area Ratio (FAR)

	Area A	Area B
a. Without mutual access	.40	.40 for office, .60 for retail
b. With mutual access	.60	.60
c. With housing	1.0	N/A unless part of development of Area A

6. Building Height (Including Roof Equipment and Screens)

Basic provisions of the C3 District, Section 36.16.A.4 amplified by the following:

	Area A	Area B
a. Without mutual access	3 story/45' (whichever is less)	2 story/35'
b. With mutual access	3 story/45' (whichever is less)	3 story/45'
c. With housing	4 story/55' (whichever is less)	N/A

d. Portions of buildings in excess of 45' must have a minimum setback from adjoining property lines of 100' to 150' from streets.

e. The total amount of floor area above three stories shall be devoted to housing and manifestly designed for individual home ownership.

E. OTHER REQUIRED CONDITIONS

1. Architectural and Site Design

a. Design Excellence--In keeping with this prominent location, special emphasis shall be given to architectural and site design excellence. Use of talented, experienced, recognized architects is encouraged to create an innovative, high quality, one-of-a-kind building and site design. Submittal of alternative siting and design studies may be required to help identify options and to aid in evaluation of the appropriate site and building design.

b. Coordinated Design--The two areas shall be designed as a coordinated unit, even though separate ownership and phasing may be involved. Particular attention shall be given to access, parking layouts, building orientation and location, landscaping, transition to and buffering of adjoining uses and treatment of the public frontages.

c. Residential Design--Recognizing the urban setting, any residential uses shall be designed to promote privacy and reasonable separation from commercial activity and conflicts. Open areas, including decks, patios and common residentially oriented landscaped areas shall be at least 10 percent of the residential floor area. High-quality design and amenities shall be included to help create a distinctive residential setting.

2. Signing

A detailed sign program shall be submitted for approval as part of the Planned Community Permit for Areas A and B. Signs shall be restrained in size, scale and design, recognizing the importance of this landmark location.

3. Roof Equipment

All roof equipment shall be screened on all sides and shall be architecturally integrated with the building design.

4. Noise

Noise-producing vents, fans and mechanical equipment shall be oriented away from adjoining properties. Residential units and exterior residential amenity spaces such as balconies shall be designed to reduce noise levels from the environment and achieve the desired noise levels specified in the General Plan to the extent feasible to 45 $dB(A)_{L10}$ daytime and 35 $dB(A)_{L10}$ nighttime for interiors and 55 $dB(A)_{L10}$ daytime and 45 $dB(A)_{L10}$ nighttime for exteriors.

F. ADMINISTRATION

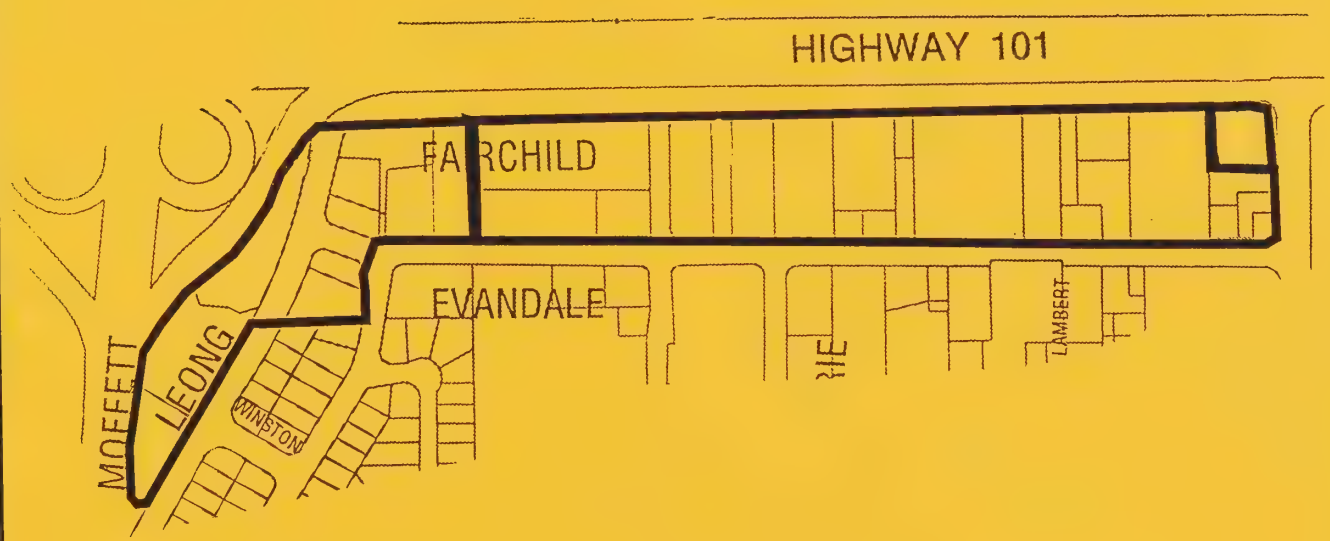
Except as noted below, all major developments shall be approved by the City Council as per Sections 36.22.6 to 36.22.10 of the Zoning Ordinance. Once a major project has been approved, uses which are identified as provisional uses in this Plan, building expansions and modifications in sign program changes may be granted by the Zoning Administrator after appropriate public hearings as per Sections 36.22.6 through 36.22.8.

Upon granting of the Planned Community Permit, the approval of minor sign program changes, approval of specific signs, approval of minor site changes and building alterations, including building material changes and changes in use which are in conformity with the Precise Plan may be authorized through the Site Plan and Architectural Review (SPAR) process.

KA/PLN/*S*
801-2-11P

PRECISE PLAN MAP





CITY OF MOUNTAIN VIEW

EVANDALE PRECISE PLAN

EVANDALE PRECISE PLAN
P (32)

Adopted by the Mountain View City Council
December 9, 1997
Resolution No. 16191

AMENDED	RESOLUTION NO.	SUMMARY

EVANDALE PRECISE PLAN

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A. SIGN PROGRAM FOR AREA A

B. EXCERPT—ZONING ORDINANCE--R3* REGULATIONS

C. SUMMARY OF IMPACTS AND REQUIRED MITIGATIONS FROM NEGATIVE DECLARATION

EVANDALE PRECISE PLAN

I. PURPOSE

A. The objective for this Precise Plan is to encourage infill development and redevelopment that integrates this area into the larger Whisman residential neighborhood. It encourages new residential development on the easterly side of the area and neighborhood commercial development on the westerly side.

B. This Precise Plan combines two preexisting Precise Plans: the Fairchild-Evandale Precise Plan and the Leong-Fairchild Area Precise Plan, and also includes some land on the west side of Leong Drive. These three areas share common future objectives, a common geographical location and a common development history.

II. LOCATION AND DESCRIPTION OF AREAS

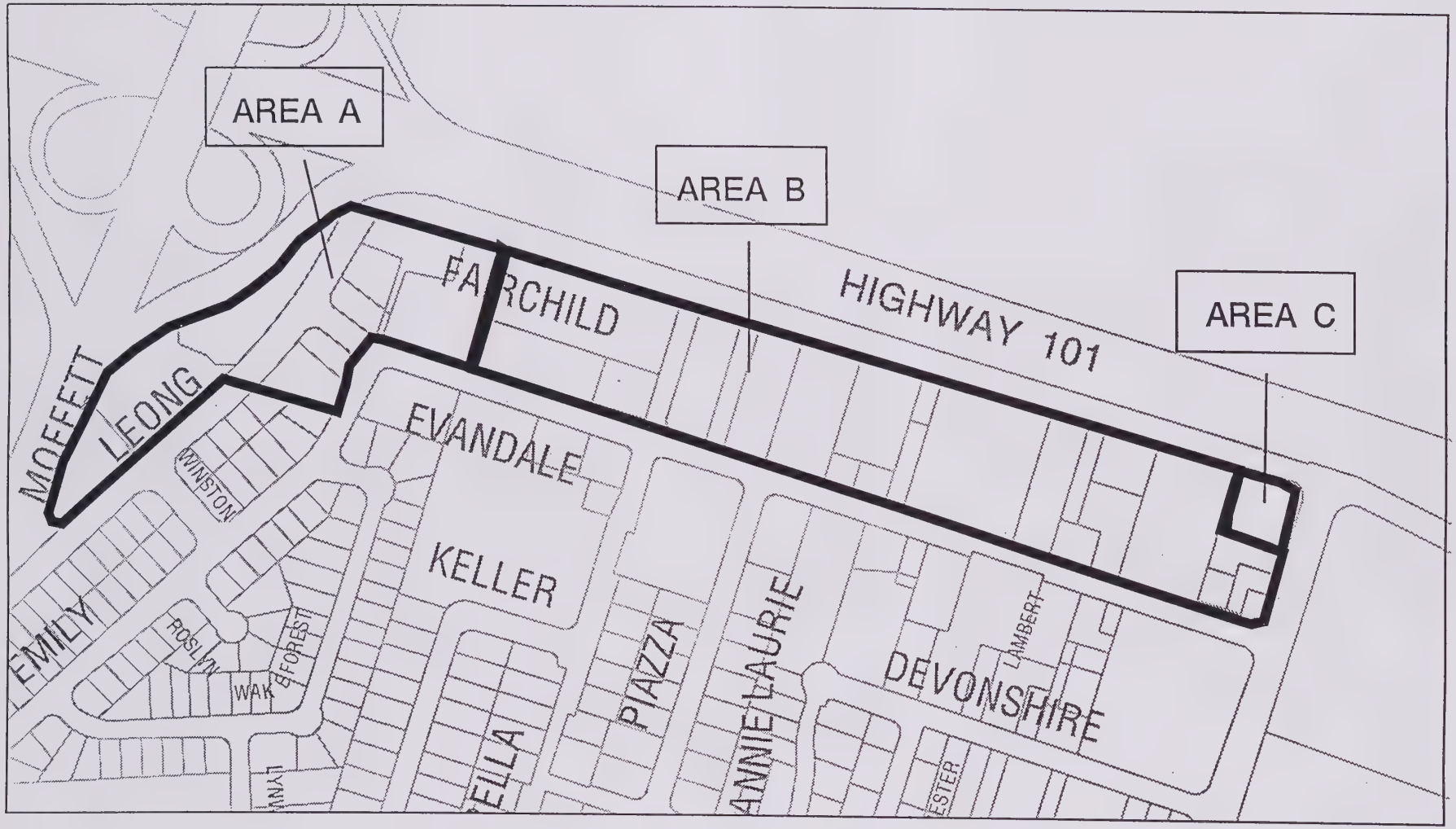
A. Location

The Evandale Area Precise Plan is a narrow strip of land adjacent to U.S. 101 between Moffett Boulevard and North Whisman Road. It is divided into three areas based primarily on former zoning.

B. Three Areas

1. *Area A* includes the former Leong-Fairchild Area Precise Plan area and the "island" between Leong Drive and Moffett Boulevard. The former Leong-Fairchild Area includes seven parcels (about 2.5 acres) that wrap around the corner of Fairchild and Leong Drives. In 1997, four older commercial buildings front on Leong Drive and a newer motel fronts on Fairchild Drive. The "island" includes three businesses (a motel, restaurant and gas station on a total of 3 acres) built in the early 1970s. Some of the commercial buildings in Area A provide neighborhood commercial services, but others serve the larger community.

EVANDALE PRECISE PLAN



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2. *Area B* (formerly the Fairchild-Evandale Precise Plan area) covers lands bounded by Fairchild Drive on the north, North Whisman Road on the east, Evandale Avenue on the south, and Area A (formerly the Leong-Fairchild Precise Plan area) on the west. Area B covers ±15.2 acres of land. Older structures in varying condition dominate this area. About two-thirds of the land is in residential use and the remainder is commercial. Development facing Fairchild Drive in 1997 consists of motels, a landscape contractor, a small grocery, and various types of residential uses ranging from a mobile home/travel trailer park to apartment buildings. The remaining development in the block faces Evandale Avenue and is predominantly residential, including single-family, duplex and apartment units. These older rental units are a source of low and moderate income housing in Mountain View. When Area B was annexed to the City in 1954, the commercial uses became nonconforming. They later became legal, conforming uses under the Fairchild-Evandale Precise Plan (adopted in 1988).

3 *Area C* is a half-acre parcel at the corner of Whisman and Fairchild (299 Fairchild Drive) which, in 1997, was being developed with a new office building. This property was also in the Fairchild-Evandale Precise Plan, but it is the only parcel in that Precise Plan that has always been zoned for commercial use.

III. AREA A

A. Objective

1. Strengthen and unify this area as a neighborhood commercial center that serves the larger Whisman Area.

B. Allowed Uses

1. Neighborhood commercial uses permitted as principal, accessory and conditional uses in the Neighborhood Commercial (CN) zone district.

2. Motels and hotels.

C. Development Standards

1. The development standards for the Neighborhood Commercial (CN) zone shall apply with the following additional requirements.

2. Pedestrian Entrances—New buildings shall have at least one entrance facing the residential area, or the site design shall incorporate well-lighted, attractive pedestrian pathways from the residential area to other entrances. Existing buildings are strongly encouraged to develop similar entrances in order to foster the orientation of this center towards the residential areas.

3. Parking—Parking shall conform to Section 36.37 of the Zoning Ordinance including the following provisions regarding reductions in off-street parking:

   a) The Zoning Administrator may grant a Conditional Use Permit for a reduction in off-street parking requirements if multiple uses or properties cooperatively establish and operate the facilities and if the uses generate their primary parking demands during different hours of the day. Approval shall be pursuant to Section 36.37.050.

   b) Parking areas for any given lot or building shall be designed to encourage mutual access for both vehicles and pedestrians on adjacent lots or buildings.

4. Landscaping—A minimum of 15 percent of each parcel shall be landscaped and this shall include an 8-foot wide landscape strip behind the front property line. Mutual development of landscape areas is encouraged.

5. Signs—Signs are permitted in accordance with the CN zone with the following special provisions:

   a) New signs shall comply with the criteria in Exhibit A, Sign Program for Area A, unless a majority of the property owners in Area A agree to an alternate sign program addressing the same design elements (materials, colors, use of graphics, etc.). Any such alternate sign program proposed by a majority of property owners shall become effective upon approval by the City pursuant to Section III.A, and, upon approval, shall replace the then existing sign program.

   b) One freestanding center identification sign is permitted in accordance with size provisions of Section 36.14.7(b)(2) of the Zoning Ordinance to serve this entire commercial area provided an agreement is signed by a majority of property

owners in the center prior to approval of said sign, and the existing sign at 870 Leong Drive is removed. Such statement shall also contain provisions noting that this sign is the only freestanding sign allowed within the area.

IV. AREA B

A. Principles and Objectives

1. Strengthen the sense of neighborhood within the area and integrate it into the larger Whisman residential community.

2. Encourage residential redevelopment of the nonresidential and lower-density residential sites existing in 1997.

3. Provide incentives for the preservation and construction of low and moderate income housing.

4. Ensure that new residential development is protected from freeway noise.

B. Allowed Uses

1. Permitted Uses—Residential uses at the following densities:

   a) For sites less than 2.5 acres—The maximum density shall be 20 to 25 units per acre. The maximum density shall be increased to 26 to 30 units per acre if at least 20 percent of the units are set aside as housing for lower-income households, or 10 percent for very-low income households, or 50 percent elderly.

   b) For sites greater than 2.5 acres—The maximum density shall be 26 to 30 units per acre. The maximum density shall be increased to 31 to 38 units per acre if at least 20 percent of the units are set aside as housing for lower-income households, or 10 percent for very-low income households, or 50 percent elderly.

c) The number of units allowed on a site is determined by the minimum lot area required for each dwelling as presented in the following tables:

20 to 25 Units per Acre

One Unit	Two Units	Three Units	Four Units	Five Units	Additional Units
5,000 SF	9,000 SF	12,000 SF	14,000 SF	15,500 SF	1,500 SF per Unit

26 to 30 Units per Acre

One Unit	Two Units	Three Units	Four Units	Five Units	Additional Units
5,000 SF	9,000 SF	12,000 SF	14,000 SF	15,250 SF	1,250 SF per Unit

31 to 38 Units per Acre

One Unit	Two Units	Three Units	Four Units	Five Units	Additional Units
5,000 SF	9,000 SF	12,000 SF	14,000 SF	15,000 SF	1,000 SF per Unit

2. Accessory Uses

a) Accessory uses in buildings normally incidental to multiple-family uses. This shall not be construed as permitting any commercial use or occupation other than those specifically listed.

b) Customary incidental home occupations subject to the provisions of Section 36.39.3 of the Zoning Ordinance.

3. Conditional Uses

a) Boarding or lodging houses, nursing homes, convalescent hospitals and similar residential uses not specifically listed, which normally have a level of activity or population density that is no greater than the allowed uses.

b) Child care centers.

c) Motels and hotels on parcels that are adjacent to Area C.

C. Development Standards

1. The site development standards of the R3* District (Sections 36.11.4 through Section 36.11.13) shall apply to all principally permitted or conditionally permitted uses. (See Exhibit B.)

2. Detached units (single-family houses) are allowed only on the half-block facing Evandale Avenue.

3. In addition to the open space requirements in the R3 District, developments with 12 or more units shall provide a children's play apparatus area. Additional recreation spaces and/or facilities (as defined below) shall be provided for larger developments up to a maximum of four recreation spaces and facilities (including the play apparatus) for developments with 80 or more units. The types of recreation spaces and facilities considered to be usable recreation space are commonly shared children's play apparatus, turfed and generally level play fields, landscaped family picnic areas, game court areas, swimming pools, and recreation center building and grounds. Developments with private yards (with minimum dimensions of not less than 15 feet) may substitute the private yards for one of the required recreation spaces or facilities, except that the private yards cannot substitute for the children's play apparatus. All usable recreation space shall be buffered from freeway noise to the extent it is possible.

4. Residential units which have been provided as lower and very low income units pursuant to Paragraph B.1.a) and b). above shall be retained for a minimum of 30 years. Procedures for assuring their continued availability shall be approved by the City.

5. Noise attenuation shall be an important consideration in the site and architectural design of all projects. The following guidelines and standards address noise attenuation:

   a) Noise levels of no greater than 45db(A)Ldn interior and 55db(A)Ldn exterior are encouraged to the maximum extent possible, although it is recognized that the exterior noise standards probably cannot be met throughout the site. All

developers must submit a report prepared by a qualified noise analyst projecting the noise levels to be present upon completion of any proposed development.

b) Buildings, open space, parking, and landscaping shall be arranged in such a way as to maximize noise attenuation and to obtain relatively quiet outdoor usable recreation areas associated with as many units as possible. Placement of garage or carport facilities on the north (freeway) side is encouraged as an effective method for noise attenuation at the ground level. Other creative methods are encouraged.

c) Noise buffers shall be designed to combine with adjacent buffers to provide maximum noise attenuation and reduce echo effects.

d) Noise attenuation shall be a factor in determining acceptable architectural design and materials (e.g., stone, brick, etc.). However, aesthetic concerns should not be compromised (e.g., overuse of concrete block) in seeking to achieve this objective. Projects will be required to retain a residential appearance and character.

e) Interior structure layouts are encouraged to place active areas (kitchen, dining room) on the north sides of the structure, and passive (bedroom, living room) on the south, with proper consideration to be given to solar access to appropriate rooms.

6. North property lines of all parcels shall be heavily landscaped with coniferous and evergreen plant materials to provide a visual and dust buffer to the Bayshore Freeway.

7. Unit design shall emphasize a positive and open relationship to the broader Whisman neighborhood.

D. Additional Design Standards for Hotels and Motels

1. Hotels and motels shall be residential in appearance. Dominant exterior materials shall be limited to wood, brick, stone, stucco, or like materials as approved by the Zoning Administrator. Architectural styling shall include but not be limited to pitched

roof lines, eaves, small-scale facade design elements, facade breaks, residential window and door placements, framing and inset, and ornamental detailing.

2. Site layout shall be compatible with residential uses on all sides. If the development has frontage on Evandale Avenue, it must have a positive and open relationship to Evandale Avenue.

3. There shall be no vehicular access from Evandale Avenue.

4. Landscape and open space

    a) Minimum open green area: 25 percent of the net site area

    b) Minimum landscape setbacks

        (1) Front and Rear: 15′ minimum

        (2) Side: 5′ minimum width planted with a continuous band of evergreen trees with expected height at least equal to the proposed building height, or 15′ minimum with continuous landscaping.

5. Buffer walls: A minimum 7' acoustically designed and constructed noise wall shall be provided on any property line adjacent to a residentially developed or zoned property.

6. Special attention shall be given to the design and placement of parking areas, lighting, trash collection facilities, and delivery/maintenance areas to reduce impact on surrounding residential properties.

7. Signs:

    a) Signs are permitted in accordance with the ML zone with the following special provision:

        (1) No signs shall be permitted that are specifically oriented toward the Bayshore Freeway for the purposes of attracting business from the freeway.

V. AREA C

A. Principles and Objectives

1. Provide for a transition between the industrial area east of Whisman Road and the residential uses in Area B.

B. Allowed Uses

1. Office, research and development and warehouse uses except those which use the types and quantities of extremely hazardous materials defined in the Zoning Ordinance (Section 36.3, Definitions).

C. Development Standards

1. The design shall be residential in appearance and site layout shall be compatible with adjacent residential uses.

2. Floor Area Ratio shall not exceed 0.30.

3. Height shall not exceed two stories or 35', whichever is less.

4. Setbacks: 15' minimum front, side and rear

5. Landscape and open space

   a) Minimum open green area: 25 percent of the net site area.

   b) Minimum landscape setbacks

      (1) Front and Rear: 15' minimum

      (2) Side adjacent to residential: 5' minimum width, planted with tall-growing evergreen trees with expected height at least equal to proposed building height or 15' minimum width with continuous landscaping.

   c) North property lines shall be heavily landscaped with tall-growing evergreen trees and mounded landscape areas to provide a visual and dust buffer to the Bayshore Freeway.

6. Parking shall comply with Section 36.37 of the Zoning Ordinance.

7. Maximum noise levels of 55 db(A)Ldn interior, 65 dB(A)Ldn exterior daytime and nighttime are encouraged to the maximum extent possible as determined by the Zoning Administrator.

8. A minimum 7' acoustically designed and constructed noise wall shall be provided on any rear or side property line adjacent to a residentially developed or zoned property.

9. Special attention shall be given to the design and placement of parking areas, lighting, trash collection facilities, and delivery/maintenance areas to reduce impacts on surrounding residential properties.

10. No exterior equipment, vents, or fans shall be permitted except for normal building heating and air conditioning. Any permitted equipment, vents or fans shall be located and oriented away from adjacent residentially zoned properties.

11. Signs are permitted in accordance with the ML zone with the following special provision:

    a) No sign shall be permitted that is specifically oriented toward the Bayshore Freeway or for the purposes of attracting business from the freeway.

VI. ADMINISTRATION

A. **Approvals**—All development within the Precise Plan Area shall be subject to approval by the Zoning Administrator pursuant to Sections 36.22.6 through 36.22.8 of the Zoning Ordinance. Minor site changes and building alterations, including material changes and changes in use which are in conformity with the Precise Play may be authorized through the Site Plan and Architectural (SPAR) process.

B. **Nonconforming Uses and Buildings**— Buildings and uses that become nonconforming by virtue of adoption of this Precise Plan shall be subject to Section 36.29 of the Zoning Ordinance (Nonconforming Uses and Nonconforming Structures) except that nonconforming uses and nonconforming structures shall be terminated within twenty (20) years of the date of adoption of this Precise Plan.

C. **California Environmental Quality Act**—All proposals for development shall be subject to the mitigation measures specified in the Initial Study and Negative Declaration adopted by the City Council on December 9, 1997. A summary of the mitigation measures is attached as Exhibit C.

SIGN PROGRAM FOR AREA A

The purpose of the sign program is to provide for a coordinated and visually attractive sign program that will enhance the neighborhood shopping area and adequately identify and define the individuality of the different tenants while providing an overall cohesive appearance for the neighborhood.

SIGN SPECIFICATIONS

Freestanding Center Identification Sign

1. One freestanding neighborhood center identification sign is permitted to serve the entire commercial area, at a location to be determined. The freestanding sign should either be housed in a frame or set on a base, creating a solid and attractive appearance.

2. The maximum height of the freestanding sign shall be 20'.

3. The freestanding sign should be located in a landscaped area that is equal to, or larger than, the total sign area.

4. Only one freestanding sign is permitted in this commercial area.

Building-Mounted Signs

1. Each tenant shall be permitted one building-mounted sign per occupancy frontage.

2. A tenant identification sign shall consist of individually mounted letters, no greater than 24" in height. The letters may be nonilluminated, interior illuminated, or backlit. Letters shall be mounted directly on the building or on a panel painted to match the building. The colors of the sign face shall be at the discretion of the tenant but should generally be limited to two colors.

3. Decorative graphics, including, but not limited to, company logos, are allowed in addition to the permitted building-mounted sign, subject to Site Plan and Architectural Review. The graphics must be clearly secondary to the main sign in terms of their size and the portion of the area covered and must complement the building and main sign in color and style. The area of the graphics is counted as part of the total sign area allowed on the building.

4. The aggregate sign area shall not exceed one-half (0.5) square foot per foot of occupancy frontage; provided, however, that any such sign may have an area of 15 square feet, and no sign shall exceed an area of 100 square feet.

5. All tenant identification signs shall be visually centered relative to the tenant space, face of the building or front door.

6. All returns shall be anodized or spray-painted aluminum with a matching trim cap detail. All conduit, light sources, conductors, transformers and other equipment shall be concealed from view. Exposed or visible neon tubing is not permitted. All bolts, fasteners, clips, etc. shall be painted out to match adjacent finish or match adjacent material and finish.

7. All electrical signs shall bear the UL label, and their installation must comply with all local building and electrical codes.

8. All signs shall be attached directly to the building. No exposed conduit, tubing or raceways shall be permitted.

9. All penetrations of the building structure required for sign installation shall be neatly sealed in a watertight condition.

Pedestrian Signs

1. Each tenant is allowed one pedestrian-oriented sign, not to exceed an area of 6 square feet for each face.

2. The pedestrian sign may be attached directly to the building or may be suspended from the canopy, eave or other overhanging architectural feature at a minimum height of not less than the minimum required door height above the surface of the sidewalk or pedestrian way.

3. The pedestrian sign may be provided with indirect or interior illumination.

PROHIBITED SIGNS

Signs with flashing or moving lights, animated, audible or moving signs, rooftop signs and cabinet signs are prohibited.

No signage shall be permitted that is specifically oriented toward the Bayshore Freeway or for the purposes of attracting business from the freeway.

NONCONFORMING SIGNS

The existing freestanding sign at 830 Leong Drive may remain as an approved part of the service station use regardless of other freestanding signs in this area.

The freestanding sign existing at 870 Leong Drive may remain unless it is replaced by a freestanding center identification sign.

EXCERPT—ZONING ORDINANCE— R3* DISTRICT REGULATIONS

SEC. 36.11. Multiple-family residential district or R3* district.

Purpose. This district is designed to provide for a range of multiple-family residential densities offering a wide choice of living accommodations for families of diverse composition and lifestyle. It is intended to afford generous open spaces in close proximity to each dwelling unit as a means of enhancing the quality of life. The district is also intended in special cases to allow appropriate community services. (Ord. No. 29.66, 12/12/66; Ord. No. 34.73, 10/29/73; Ord. No. 10.89, 5/9/89.)

SEC. 36.11.1. Principal permitted uses.

(a) Single-family dwellings and two-family dwellings or duplexes.

(b) Multiple-family dwellings and apartment houses.

(c) Townhouse developments, when found to be in substantial compliance with Design Guidelines for Townhouse Development.

(d) Crop and tree farming. (Ord. No. 10.89, 5/9/89.)

SEC. 36.11.2. Accessory uses permitted.

(a) Accessory uses and buildings normally incidental to any of the above. This shall not be construed as permitting any commercial use or occupation other than those specifically listed.

(b) Off-street parking lots when appurtenant to any permitted use, subject to the provisions of Sec. 36.37 through 36.37.2.

(c) Customary incidental home occupations subject to the provisions of Sec. 36.39.3.

(d) Offices incidental and necessary to the conduct of a permitted use.

(e) Child-care centers as an accessory use in a church. (Ord. No. 27.66, 11/14/66; Ord. No. 34.73, 10/29/73; Ord. No. 10.89, 5/9/89; Ord. No. 12.95, 5/30/95.)

SEC. 36.11.3. Conditional uses.

(a) Boarding or lodging houses, nursing homes, convalescent hospitals and similar residential uses which are no more intense in character than the intensity of use set forth under Sec. 36.11.7, Density. (Ord. No. 14.71, 4/26/71; Ord. No. 34.73, 10/29/73; Ord. No. 10.89, 5/9/89.)

(b) Public halls, lodges and clubs.

(c) Public and quasi-public buildings and uses of a recreational, educational, religious, cultural or public service type, including public utility buildings, structures and uses; but not including corporation, storage or repair yards, warehouses and similar uses.

(d) Public or private parking lots for automobiles when contiguous to any C, M, O, or P district, subject to the provisions of Sec. 36.37 through 36.37.2.

(e) Repealed by Ord. No. 39.74, 11/25/74.

(f) Child-care centers. (Ord. No. 10.89, 5/9/89; Ord. No. 12.95, 5/30/95.)

SEC. 36.11.4. Height regulations.

(a) **Height regulations for single-family dwellings.** For a lot occupied or to be occupied by one single-family dwelling, the height shall be in accordance with the provisions of Sec. 36.9.4.

(b) **Height regulations for a duplex or two detached dwellings.** For a lot occupied or to be occupied by a duplex or two detached dwellings, the height shall be in accordance with the provisions of Sec. 36.10.4.

(c) **Height regulations for multiple-family dwellings and townhouse developments.** Except as provided in Sec. 36.40.1, no portion of any multiple-family buildings shall exceed thirty-five (35) feet (10.67 m.) in height. (Ord. No. 34.73, 10/29/73; Ord. No. 10.83, 4/26/83; Ord. No. 10.89, 5/9/89.)

SEC. 36.11.5. Area, lot width and yard requirements.

(a) **Lot area.** All lots shall contain a minimum of eight thousand (8,000) square feet (736 sq. m.).

(b) **Lot width.** All lots shall have minimum width of eighty (80) feet (24.38 m.) or a width equal to one-third of lot depth, whichever is greater. However, no lot need be in excess of two hundred (200) feet in width.

(c) An existing lot of record having a lot width of less than eighty (80) feet (24.38 m.) shall not be developed with more than two (2) dwelling units.

(d) **Front yard.** There shall be a front yard of at least fifteen (15) feet (4.57 m.) which yard shall be increased so that the area of that portion of the front yard lying in front of the building shall be not less than the area of the front wall or walls of the building. The front wall or walls shall be deemed to be any wall located within thirty-five (35) feet (10.76 m.) of the front property line.

(e) **Side yards.**

(1) **Side yards for single-family dwellings.** For a lot occupied or to be occupied by one single-family dwelling, each side yard shall be in accordance with the provisions of Sec. 36.9.5(d).

(2) **Side yards for a duplex or two detached dwellings.** For a lot occupied or to be occupied by one duplex or two detached dwellings, the side yards shall be in accordance with the provisions of Sec. 36.10.5(d).

(3) **Side yards for multiple-family dwellings or dwelling groups and townhouse developments.** There shall be a side yard of at least fifteen (15) feet (4.57 m.) which yard shall be increased so that the portion of the side yard at that point shall be not less than the height of wall of any building at that point.

(f) **Rear yards.**

(1) **Rear yard for a single-family dwelling.** For a lot occupied or to be occupied by one single-family dwelling, the rear yard shall be in accordance with the provisions of Sec. 36.9.5(e).

(2) **Rear yard for a duplex or two detached dwellings.** For a lot occupied or to be occupied by one duplex or two detached dwellings, the rear yard shall be in accordance with the provisions of Sec. 36.10.5(e).

(3) **Rear yard for multiple-family dwelling or dwelling groups and townhouse developments.** There shall be a rear yard of at least fifteen (15) feet (4.57 m.) which yard shall be increased so that the portion of the rear yard at that point shall be not less than the height of wall of any building at that point. (Ord. No. 34.73, 10/29/73; Ord. No. 10.83, 4/26/83; Ord. No. 10.89, 5/9/89.)

SEC. 36.11.6. Special yards and distances between buildings on the same lot.

(a) The distance between a principal building and any accessory building shall be at least equivalent to the height of wall of the accessory building measured at the closest wall facing the principal building; however, in no case shall the distance be less than ten (10) feet (3.04 m.).

(b) The distance between principal buildings shall be at least one-half the sum of the heights of the nearest opposing walls; provided, however, that in no case shall the distance be less than twelve (12) feet. This requirement shall also apply to portions of the same building separated from each other by a court or other open space. (Ord. No. 34.73, 10/29/73; Ord. No. 10.83, 4/26/83; Ord. No. 10.89, 5/9/89.)

SEC. 36.11.7. Density.

(a) The minimum lot area required to construct multi-family dwellings and apartment houses shall be in accord with one of the following zone designations:

Required Square Footage for Each Dwelling Unit

(1,000's of Square Feet)

Zone	1st Unit	2nd	3rd	4th	5th	Each Additional Unit
R3-1	5	4	3	2	1	1
R3-1.25	5	4	3	2	1.25	1.25
R3-1.5	5	4	3	2	1.5	1.5
R3-2	5	4	3	2	2	2
R3-2.2	5	4	3	2.2	2.2	2.2
R3-2.5	5	4	3	2.5	2.5	2.5
R3-3	5	4	3	3	3	3

However, existing lots of record having an area of seven thousand (7,000) square feet or more shall have the right to two (2) dwelling units and any legal lot in this zone is entitled to one (1) dwelling unit subject to all other provisions of this section.

(b) The standard density for townhouse developments in any multi-family district is a maximum of 12 units per acre, unless the underlying density is more restrictive (i.e., fewer units).

(c) A density not to exceed fourteen (14) units per acre may be granted by the zoning administrator for townhouse developments if findings can be made that the project complies with criteria for bonus density, as set forth in the design guidelines for townhouse development. (Ord. No. 39.63, 3/11/63; Ord. No. 29.66, 12/12/66; Ord. No. 34.73, 10/29/73; Ord. No. 10.89, 5/9/89.)

SEC. 36.11.8. Lot coverage.

Buildings or structures shall not cover more than thirty-five (35) percent of the total lot. (Ord. No. 10.89, 5/9/89.)

SEC. 36.11.9. Floor area ratio (FAR).

(a) The sum of the gross floor areas of all buildings in multi-family and apartment houses shall not exceed one hundred five (105) percent of the total lot area for a FAR of 1.05.

(b) The sum of the gross floor areas of all buildings in townhouse development shall not exceed fifty-five (55) percent of the total lot area for a FAR of 0.55. (Ord. No. 10.89, 5/9/89.)

SEC. 36.11.10. Parking coverage.

(a) Open automobile-dedicated area shall not exceed twenty (20) percent of the total lot area for multi-family dwellings and apartment houses.

(b) Open automobile-dedicated area shall not exceed twenty-five (25) percent of the total lot area for townhouse developments. (Ord. No. 10.89, 5/9/89.)

SEC. 36.11.11. Open green area.

(a) Open green area for multi-family and apartments shall occupy no less than fifty-five (55) percent of the area of the lot.

(b) Open green area at grade level for townhouse developments shall occupy no less than forty-five (45) percent of the area of the lot. (Ord. No. 10.89, 5/9/89.)

SEC. 36.11.12. Special regulations.

(a) Site plan and architectural approval as provided in Sec. 36.50 through 36.50.8.

(b) Special attention shall be given to the inclusion and design of usable recreation space in projects designed for or capable of accommodating families with children.

(c) Townhouse developments shall be evaluated according to the provisions of the Design Guidelines for Townhouse Development. (Ord. No. 34.73, 10/29/73; Ord. No. 10.89, 5/9/89.)

SEC. 36.11.13. Signs.

(a) The provisions of Sec. 36.41 through 36.41.11, Signs, shall apply.

(b) **Permitted signs.**

(1) **Identification signs. Single-family dwellings and duplexes.** One (1) identification sign shall be permitted for each occupancy. The said sign shall not exceed an area of one (1) square foot, shall not exceed a height of nine (9) feet above the surface of the street, shall be attached directly to a building, fence, standard, or mail box, and shall be unlighted, or provided with indirect or interior illumination.

(2) **Identification signs. Multiple-family dwellings, apartment houses and dwelling groups.**

(i) **Aggregate sign area.** The aggregate sign area for any lot shall not exceed five (5) square feet for each acre or portion thereof within the lot; provided, however, that any lot may have an area of twenty-five (25) square feet and no one sign shall exceed an area of fifty (50) square feet.

(ii) **Permitted signs.** One (1) identification sign shall be permitted for each lot. The said sign may be attached flat against a principal building, in which event it shall not project above the eave of the roof or the top of the parapet, or may be free-standing, in which event it shall not be located within ten (10) feet of any public right-of-way and shall not exceed a height of ten (10) feet. Dwelling groups shall be permitted one (1) additional sign for each building. Said additional sign shall be attached flat against the said building and shall not project above the eave of the roof or the top of the parapet. Any such signs shall be unlighted or provided with indirect or interior illumination and shall be subject to the provisions of subparagraph (i) of this section.

(3) **Identification signs appurtenant to conditional uses.** Contemporaneous with or subsequent to the granting of a conditional use permit pursuant to Sec. 36.43 through 36.43.6 of this chapter, the zoning administrator may authorize the erection of identification signs appurtenant to such conditional use and may impose restrictions on their size, height, lighting, shape, color and location. Signs for townhouse developments shall generally follow the sign provisions for multi-family developments. The obtaining of the said authorization and the erection of the said signs in conformity with the said restrictions shall constitute conditions to the exercise of the said conditional use permit, and any request for the said authorization made subsequent to the granting of the said conditional use permit shall be deemed a further hearing on the said permit and shall be subject to the same procedural requirements as the initial hearing.

(4) **Real estate signs. Single-family dwellings and duplexes.** Two (2) real estate signs shall be permitted for each lot, of which one (1) sign shall be for sale purposes and one (1) sign for lease purposes. Each sign may have two (2) faces, shall not exceed an area of four (4) square feet per face, shall not exceed a height of five (5) feet above the surface of the street, unless placed in a window, and shall be unlighted.

(5) **Real estate signs. Multiple-family dwellings, apartment houses, dwelling groups and townhouse developments.** One (1) real estate sign shall be permitted for each lot. The said sign shall not exceed an area of twelve (12) square feet, shall be attached flat against a principal building, shall not project above the eave of the roof or the top of the parapet of the said building, and shall be unlighted.

EVANDALE PRECISE PLAN

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Pursuant to the California Environmental Quality Act, an Initial Study was prepared for the Whisman Area Plan of which the Evandale Precise Plan is a part. On December 9, 1997, the Mountain View City Council made a determination that the Whisman Area Plan could have a significant effect on the environment, but that there would not be a significant effect in this case because mitigation measures had been added to the project. The City Council then adopted a Mitigated Negative Declaration. The following summary contains only the impacts and mitigation measures in the Initial Study and Mitigated Negative Declaration which are related to the Evandale Precise Plan.

A. LAND USE AND PLANNING

Finding: Impacts from the Evandale Precise Plan on the General Plan and zoning are not expected to be significant and no mitigation is required.

B. POPULATION AND HOUSING

Impact: Some redevelopment sites, such as the trailer or mobile home park property and the motels, provide affordable housing to people with low and very low incomes or temporary housing for homeless or other low income people. If the properties are redeveloped, the affordable housing could be eliminated.

Mitigation: At such time as the trailer park at 133 and 149 Fairchild Drive is proposed for redevelopment, the owner or applicant shall submit an independently prepared Conversion Impact Report in compliance with the City's Mobile Home Park Conversion Ordinance. The Conversion Impact Report must address the impact of conversion on park residents, including a determination of the number of units that provide permanent year-around housing (as compared to a second home or a temporary or recreational home). The report shall also provide information on the availability of adequate replacement housing for permanent residents in other mobile home parks and relocation costs. Under the Conversion Ordinance, the City Council would determine what steps are necessary to minimize the negative impacts on park residents. These steps could include such measures as requiring the park owner to pay for relocation expenses, or if there are no spaces available for relocation, a requirement to buy the mobile home in the park. These requirements would become conditions of approval should the Council approve a redevelopment proposal.

Mitigation: Incentives for developers to build low and moderate income housing are included in the Precise Plan regulations. The incentives permit higher densities for developments in which at least 20 percent of the units are set aside as housing for lower-income households, or 10 percent for very-low income households, or 50 percent elderly.

Mitigation: The area can be targeted as an area where the City will assist non-profit developers in obtaining federal, state and local funds available for low and moderate income housing.

Finding: Implementation of the mitigation measures listed above would reduce the impacts of the Evandale Precise Plan on population and housing to less than significant levels because they include requirements and incentives for new low and moderate income housing to be built in the area.

C. GEOPHYSICAL

Finding: All potential geophysical impacts in the Evandale Precise Plan area can be mitigated through the City's routine requirements for soils reports and compliance with its Best Management Practices.

D. HYDROLOGY

Impact: The construction of paved surfaces may increase storm water run-off, carrying petrochemicals, organic debris and other contaminants into local creeks and degrading surface water quality and groundwater quality.

Mitigation: Developers and builders shall install both on-site storm drainage systems connecting to the City's storm water system and on-site source control measures designed to allow filtered storm water to percolate into the ground and to filter storm-water prior to leaving the site, with the type to be approved by Planning Department staff through the building permit plan check process.

Finding: Implementation of the listed mitigation measures will reduce potential hydrology impacts to a less than significant level.

E. AIR QUALITY

Finding: An air quality analysis prepared as background information for potential zone changes in this area discusses the effects on residents. It shows that ozone, carbon monoxide and PM_{10} are apparently not significantly worse on Fairchild Drive than most other areas of the City except that, if traffic is very congested on U.S. 101, carbon monoxide will increase in

the local area. The sound wall may have some positive effect on reducing the carbon monoxide very close to the freeway (within the Fairchild Drive roadway), but after that, it drops off anyway due to distance and air mixing. Large particles, or "soot," may also be blocked by the sound wall. The soot and dust are a housekeeping problem, but are too large to be inhaled into the lungs and therefore are not considered a health hazard. Therefore, there are no significant air quality impacts.

Adverse air quality impacts associated with the Evandale Precise Plan during construction can be reduced to an acceptable level by implementing the City's Best Management Practices (referred to in Section C. Geophysical). No other adverse air quality impacts are expected and no mitigation is required.

F. CIRCULATION AND PARKING

Finding: Impacts on circulation and parking are not expected to be significant and no mitigation is required.

G. BIOLOGY

Impact: Redevelopment on individual parcels could result in the removal of existing trees, some of which may be Heritage trees.

Mitigation: Developers and builders shall provide an arborist's report which identifies the Heritage trees and their conditions. For trees that are to remain, the report shall contain recommendations for their safe preservation during and after construction of the project. If a developer proposes to remove any trees, approval of Heritage tree removal permits must be obtained from the Community Development Department during the Site Plan and Architectural Review process.

Finding: Implementation of the above mitigation measure to protect Heritage trees will reduce the biological impacts to a less than significant level.

H. ENERGY AND MINERALS

Finding: Redevelopment under the Evandale Precise Plan will not significantly alter energy demands or have other significant energy impacts and no mitigation is required.

I. HAZARDS

Finding: Residents of the area west of Whisman Road, including those in the Precise Plan area, are close to the Ellis-Middlefield industrial area. Many businesses in the industrial area use hazardous materials in their

manufacturing and testing processes. Most of these materials do not pose a health risk to adjacent properties. City ordinances establish standards for the storage, containment, monitoring and handling of hazardous materials, and provide emergency preparedness plans that include training, notification procedures, evacuation and cleanup. In addition, the Precise Plan specifically prohibits Extremely Hazardous Materials in Area C (299 Fairchild Drive) which is an office and research area. Hazardous materials are transported on U.S. 101 which is adjacent to the Evandale Precise Plan area. Transport of hazardous materials on freeways is regulated by the California Highway Patrol. Although there is always the potential risk of a hazardous materials spill on a freeway, it is not higher in this area than in other areas including local streets. Also, the presence of the sound wall would prevent spills from flowing into the residential area. Implementation of the City's hazardous materials ordinances, regulation of the transport of hazardous materials by the California Highway Patrol, and the prohibition on the use of Extremely Hazardous Materials in Area C reduce the risks of exposure to hazardous materials to a less than significant level and no further mitigation is required.

J. NOISE

Impact: Redevelopment under the Precise Plan will potentially expose more people to high noise levels from traffic on the Bayshore Freeway. Noise levels have been reduced by a 16-foot sound wall, but outdoor noise may still exceed the City's "conditionally acceptable" standard of $65dBL_{dn}$. and indoor noise may exceed $50dBL_{dn}$, the City's "conditionally acceptable" standard.

Mitigation: The Precise Plan requires noise studies for new development in order to define special design and construction features that will reduce outdoor and indoor noise. Those special design features may include consolidating recreational open space in protected areas further from the freeway and screening those areas with the building themselves which will provide better outdoor environments, and placing garages and carports on the freeway side of the site to provide an effective noise screen at ground level,. In addition, detached (single-family) housing is prohibited on the Fairchild Drive side of the block because it is less likely that their outdoor areas can be effectively screened from freeway noise. In addition to typical noise insulation measures for indoor areas, such as double and triple plane windows, the Precise Plan encourages interior layouts that place active areas (kitchen, dining room) on the freeway sides of the structure, and passive (bedroom, living room) on the south side, with proper consideration to be given to solar access to appropriate rooms.

Finding: The requirements for noise studies for new development and the use of site planning and building design to reduce noise levels both indoors and in outdoor areas intended for active and passive recreation will reduce the impacts to a less than significant level.

K. PUBLIC SERVICES

Impact: The 75-100 additional housings unit that are possible under the Evandale Precise Plan are expected to generate 7 to 10 students. These new students will create a demand for school services.

Mitigation: To compensate for the increased demand, new housing units must pay a school impact fee to the Mountain View-Los High School District and either the Whisman or Mountain View elementary school district, depending on the district in which they are located.

Finding: Implementation of the school impact fee will reduce impacts associated with the Evandale Precise Plan to a less than significant level. No other significant impacts are anticipated.

L. UTILITIES AND SERVICES

Finding: Redevelopment under the Evandale Precise Plan is not expected to significantly impact utilities and no mitigation is required.

M. AESTHETICS

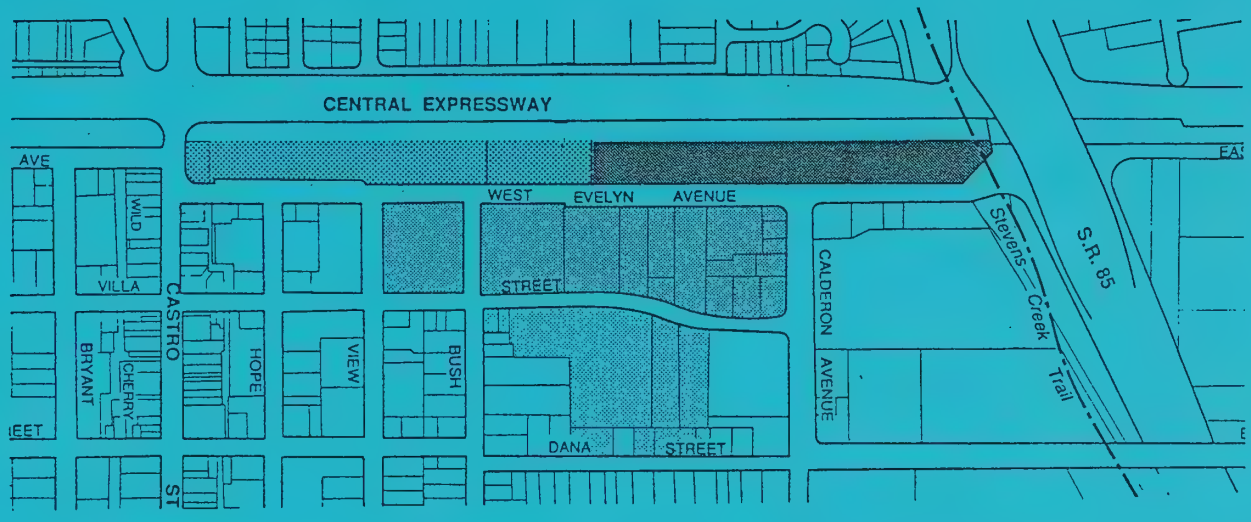
Finding: There are no significant aesthetic impacts and no mitigation is required.

N. CULTURAL RESOURCES

Impact: A Cultural Resources assessment prepared for the City's General Plan in 1992 indicated that an archaeological site is in close proximity to Area B of the Evandale Precise Plan. Known as "Little Castro," this occupation site is estimated at 150 feet in diameter with a total depth of 5.5-6.0 feet. No artifacts or burials were recovered, only "some lava rock.".

Mitigation: A qualified archaeologist must be on site during all excavation activities on or near this site. If any archaeological artifacts are unearthed, all construction-related activities shall cease until the importance can be evaluated and appropriate measures taken, as approved by the City of Mountain View Community Development Department.

Finding: Implementation of the mitigation measure listed above will reduce potential impacts associated with the Evandale precise Plan to less than significant levels.



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CITY OF MOUNTAIN VIEW

EVELYN AVENUE CORRIDOR PRECISE PLAN

(P18)

EVELYN AVENUE CORRIDOR PRECISE PLAN
P(18)

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

DECEMBER 13, 1994

RESOLUTION NO. 15782

AMENDED	RESOLUTION NO.	SUMMARY
March 28, 1995	15807	Changes provisions regarding treatment of existing businesses.
September 12, 1995	15872	Revises Concept Illustration to delete second street connection between Villa and Dana Streets. Revises text.
May 13, 1997	16110	Changes reconstruction provisions for nonconforming commercial/ industrial uses.
September 25, 2001	16638	Prohibits office and R&D uses and requires public hearing for new businesses involving a change in parking category.

EVELYN AVENUE CORRIDOR PRECISE PLAN

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Chapter I

PURPOSE AND GOALS OF THE PRECISE PLAN

PURPOSE AND GOALS OF THE PRECISE PLAN

The *Evelyn Avenue Corridor Precise Plan* promotes beneficial change in an area that is poised for redevelopment. The principal elements are a new residential area that emulates the qualities of the Old Mountain View Neighborhood, a commercial area that supports Downtown and adjacent residential areas, a multi-modal Downtown Transit Center, and a clear hierarchy of streets and roadways, with Evelyn Avenue improved as an attractive Downtown entrance.

A number of factors have combined in recent years to promote change in the Plan Area. These include plans to extend the Tasman Corridor Light Rail line to Mountain View from San Jose and Milpitas, Downtown's ongoing revitalization effort, the regional shortage of housing and residentially zoned land, and growth and development in surrounding areas. In response to these factors, the City Council approved the *Evelyn Corridor Phase I Concept Plan* in July 1991.

The *Phase I Concept Plan* provided a vision to guide land use and development policy until additional technical analyses could be performed and a new Precise Plan prepared. This Precise Plan modifies and implements the *Phase I Concept Plan* in response to these analyses, and supersedes the Plan Area's previous zoning.

The Precise Plan contains development standards and design guidelines to facilitate sensitive, high-quality new development. It also sets forth policies and standards for publicly sponsored capital improvements in the Plan Area that support new development while addressing existing issues and problems. Capital improvement policies focus on: (a) right-of-way dimensions, lane configurations, traffic controls and design treatments for Evelyn Avenue and other Plan Area streets; and (b) development associated with expansion of train, light rail, and bus services on the site of the existing CalTrain station.

The Plan is accompanied by an Environmental Impact Report that assesses the various impacts that could result, and incorporates the mitigation measures recommended by the EIR to address these impacts.

The Plan's development and public improvements policies, land use and density criteria, and specific design guidelines are the basis for creating a distinctive, mixed residential and commercial area that achieves the following goals:

A. ***Encourage new residential development that extends the neighborhood qualities and physical characteristics of Old Mountain View.***

B. ***Provide for and coordinate new residential development at densities that support Downtown businesses and transit use.***

C. ***Provide for and coordinate commercial uses that support Downtown businesses, nearby***

neighborhood areas and transit users.

D. *Create an efficient, attractive multi-modal transit facility that capitalizes upon Downtown revitalization potential, linking train, light rail, and bus riders directly to Castro Street.*

E. *Modify the street network in the Plan Area to accommodate existing and future traffic levels and protect neighborhood areas from traffic intrusion.*

F. *Improve Evelyn Avenue as an attractive gateway to Downtown.*

Chapter II

PLAN CONCEPT, PRINCIPLES AND OBJECTIVES

PLAN CONCEPT, PRINCIPLES AND OBJECTIVES

The Land Use Plan and the Plan Concept Illustration on the following pages illustrate the land use and capital improvements policies for the *Precise Plan* Area. The principles and objectives listed below provide the basis for the specific use and development criteria contained in this Plan. These principles, and the descriptive introduction to each plan area, provide the basis for interpreting the discretionary aspects of the plan, both as to uses and development standards. These principles are based on and derive from the policies of the adopted *General Plan*, including the *1990 Housing Element*, as well as the *Zoning Ordinance* and the *Evelyn Avenue Corridor Phase I Concept Plan*.

A. **Residential Emphasis**. The majority of the Plan Area should be devoted to residential use, accommodating several housing types and residents in terms of household size, family composition, income, and age.

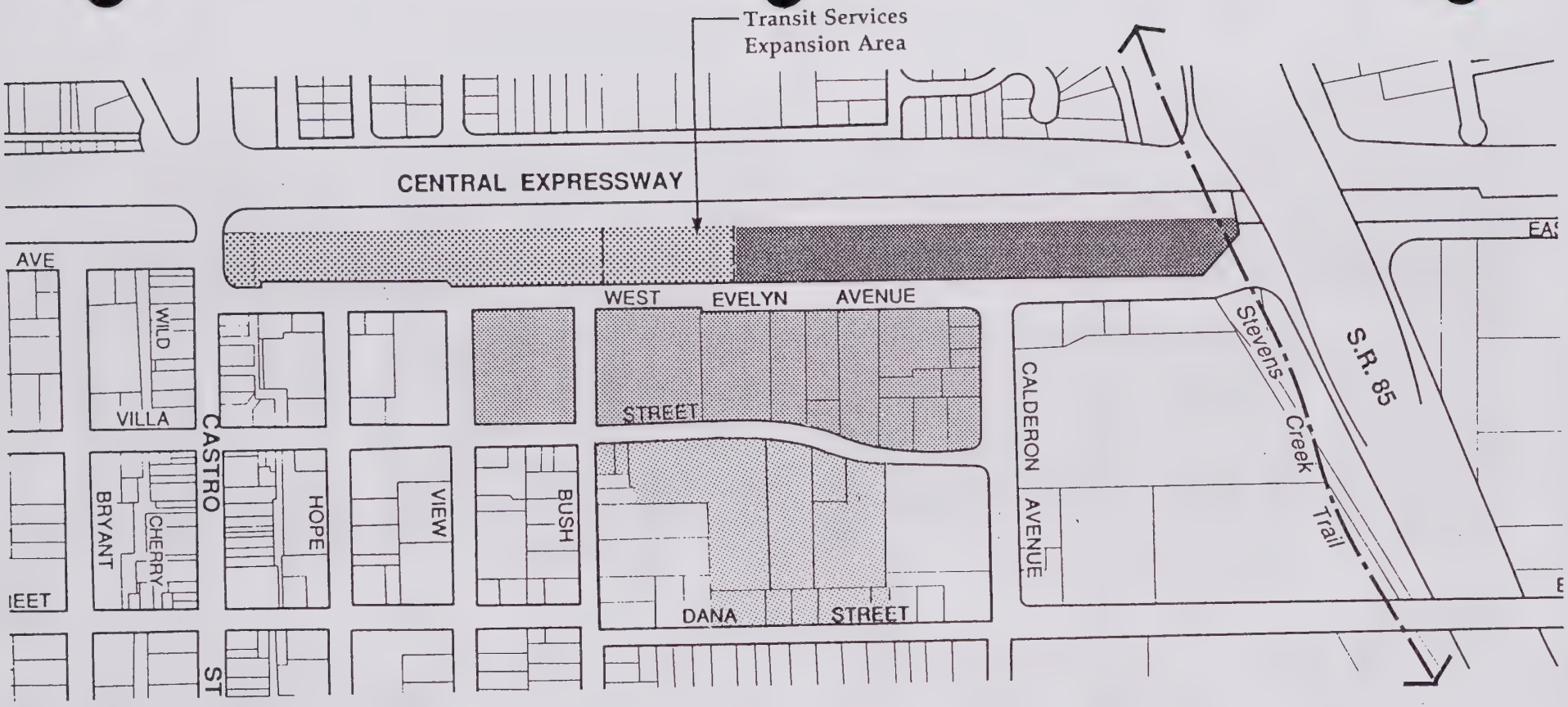
B. **Commercial Transition**. There should be a gradual transition, over time, from existing commercial uses to new residential uses.

C. **Density Transition**. To make the intensity of new residential development compatible with surrounding existing residential areas, densities should be lowest along Dana Street, adjacent to existing single-family homes, and highest along Evelyn Avenue, adjacent to a major roadway and transit connections.

D. **"Support Commercial" Development**. Commercial development should be permitted along the north side of Evelyn Avenue. This development should accommodate and could be the future location for the types of uses that exist in the Plan Area today, such as building supply, auto services, and others that reflect market demand generated by Downtown businesses, nearby residential areas and transit users. It should not compete, however, with the specialty, restaurant, and civic focus of Downtown

E. **Neighborhood Character**. A strong sense of neighborhood shall be created in the Plan's residentially designated areas. New residential development should be organized around public streets, with buildings oriented to streets and streets designed as publicly accessible open space.

F. **The Role of Development Standards and Design Guidelines**. The Plan Area contains a number of individual parcels under separate ownership that make implementing a master plan more difficult than if it were under a single ownership. The majority of the Plan Area will be developed incrementally over time in the form of separate development projects. Precise Plan development standards and design guidelines will coordinate parcel-by-parcel



Transit Services Area
- Caltrain, LRT, and Bus Passenger Transfer Stations
- Parking
- Retail, Office, and Support Commercial

Support Commercial Area
- 0.35 FAR
- Retail Sales and Service Uses
- Heavy Commercial Uses

Mixed-Unit Residential Area
- Single Family Attached or Detached, Apartments or Condominiums
- 15 -25 du/ac

Small Lot R-1 Area
- Single Family Attached or Detached
- 11 du/ac

EVELYN AVENUE CORRIDOR

LAND USE PLAN AREAS

development in keeping with the Land Use Plan and Plan Concept illustration.

G. **Plan Areas**. To facilitate coordinated development, four Plan Areas are established:

1. *The Evelyn Corridor Small Lot R-1 Area*—a 5.5-acre area with frontage along the south side of Villa Street. This area includes an existing outdoor lumber storage yard, the Portuguese Hall, and an auto service business.

2. *The Evelyn Corridor Mixed-Unit Area*—an 11-acre area that includes two blocks bounded by View Street, Calderon Avenue, Evelyn Avenue, and Villa Street. The entire westerly block is occupied by the Minton Door Company. The easterly block is occupied by Minton Lumber and Supply Company and a variety of retail, commercial service, and light industrial uses.

3. The Evelyn Corridor Support Commercial Area—a 4.9-acre area along the northerly side of Evelyn Avenue. This area is vacant, and in 1994 is owned by Southern Pacific.

4. The Transit Services Area—a 4.5-acre area that contains the City-owned open space adjacent to Castro Street and the CalTrain Station and parking area.

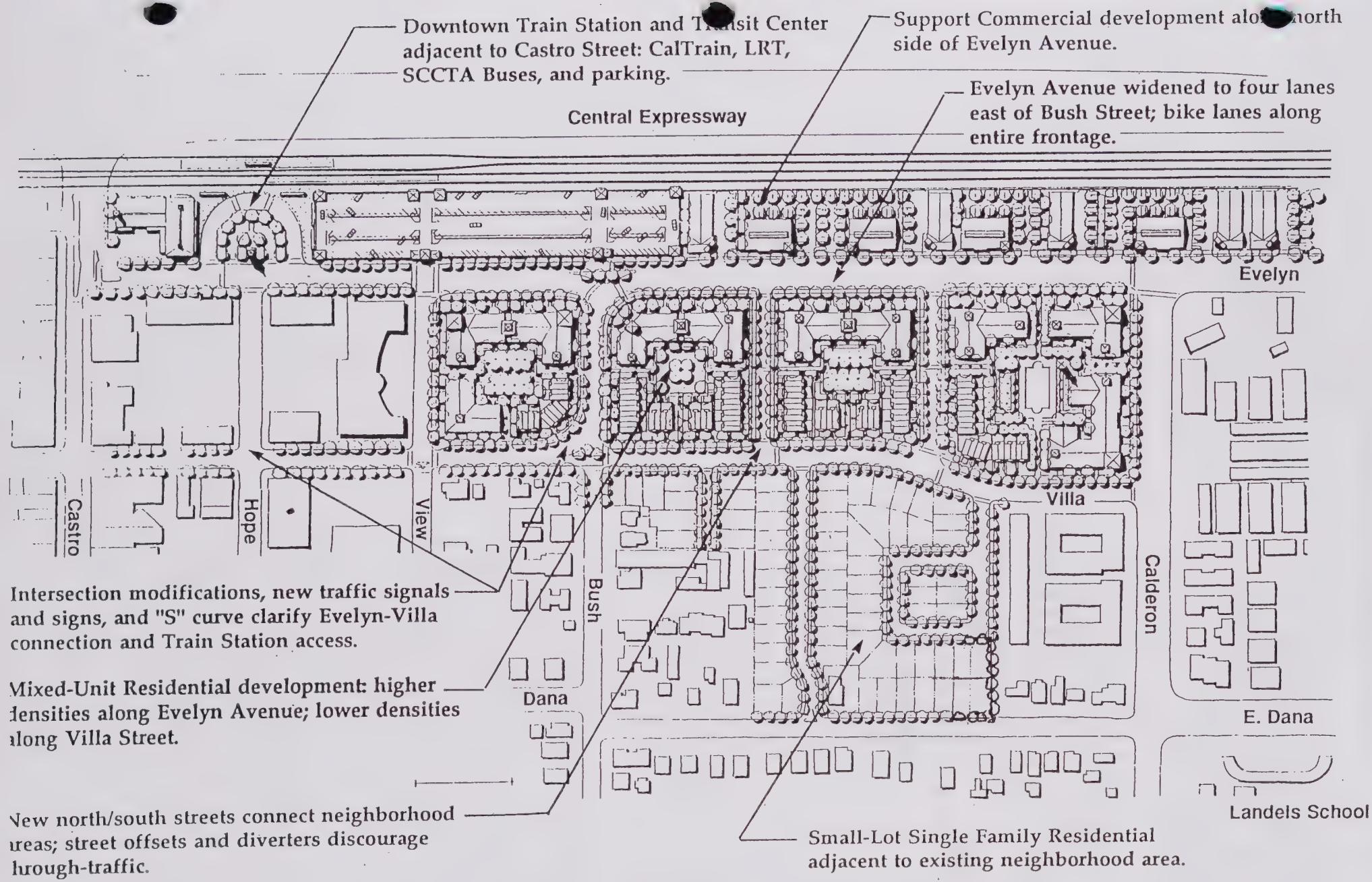
H. **Pedestrian and Vehicular Access**. Clear, convenient, safe and inviting pedestrian and vehicular access to and through the Plan area shall be provided. New vehicular access ways shall be coordinated with existing streets and intersections and shall reflect the existing Downtown street grid. New streets serving the *Small Lot* and *Mixed-Unit Areas* shall run north-south, reflecting existing lot line patterns and connecting through to existing east-west streets.

I. **East-West Traffic Circulation**. Evelyn Avenue shall be the principal route for traffic flow between the east and west sides of the Plan Area. It should be linked with Villa Street to provide a cross-town route that accommodates and encourages through traffic to use it, rather than local residential streets.

J. **Neighborhood Traffic Protection**. Traffic generated by uses in the Plan Area should, to the extent feasible, be encouraged to use peripheral collector and arterial streets in order to minimize intrusion into neighborhood streets.

K. **Transit Services Area Access**. The Transit Services Area should be easily accessible to vehicles, pedestrians, and bicycles in order to encourage public transit use.

L. **Evelyn Avenue Design**. Evelyn Avenue shall be widened to accommodate projected future traffic levels in the Precise Plan Area. As widening and/or new development occurs, gracious walks, lighting, street trees and supporting landscape plantings shall be



EVELYN AVENUE CORRIDOR

PLAN CONCEPT ILLUSTRATION

established along its frontage. Designated bike lanes shall be provided that connect the eastern boundary of the Plan Area to Downtown's transit facilities and Castro Street.

M. **Street Frontage Amenities**. New development within the Plan Area shall be required to install and maintain street trees, planting strips, and other frontage amenities as specified in the Plan's development standards.

N. **A Downtown Gateway**. The new Downtown Train Station and Transit Center should include an attractive, station-related commercial building and pedestrian open space adjacent to the corner of Evelyn Avenue and Castro Street. The building shall create a landmark at this highly visible Downtown gateway, and create a link between the station and Downtown.

O. **Location of Transit Facilities**. Intermodal transfer and platform areas within the Train Station and Transit Center shall be located on the westerly side of the facility, as feasible given technical requirements for the various transit modes, in order to focus station activity as close to Downtown as possible.

P. **The Development Review Process**. The Plan emphasizes the review process, with early dialogue regarding design alternatives for development of sites within the Plan Area. The Plan's design guidelines will be relied upon as qualitative performance criteria that allow and encourage design creativity. The Plan will place equal emphasis on architectural and site design excellence.

Chapter III

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

Development Standards address those aspects of development that are essential to achieve the goals of the Precise Plan. They are specifications for site development and building design, such as permitted land uses, building height, and setbacks. Standards must be adhered to and typically use the word "shall."

Design Guidelines, on the other hand, provide guidance for new development in terms of more subjective considerations, such as district character or design details. They serve as criteria for design review by City staff and the City Council. Guidelines typically employ the word "should." Variations are permitted if they will substantially aid in meeting the Principles and Objectives of the Plan.

Illustrative Building Prototypes for each Plan Area illustrate application of the Standards and Guidelines and forms of development desired by the City.

Standards and Guidelines begin on the following pages:

Small Lot R-1 Area—Page 6

Mixed-Unit Residential Area—Page 15

Support Commercial Area—Page 27

Transit Services Area—Page 34

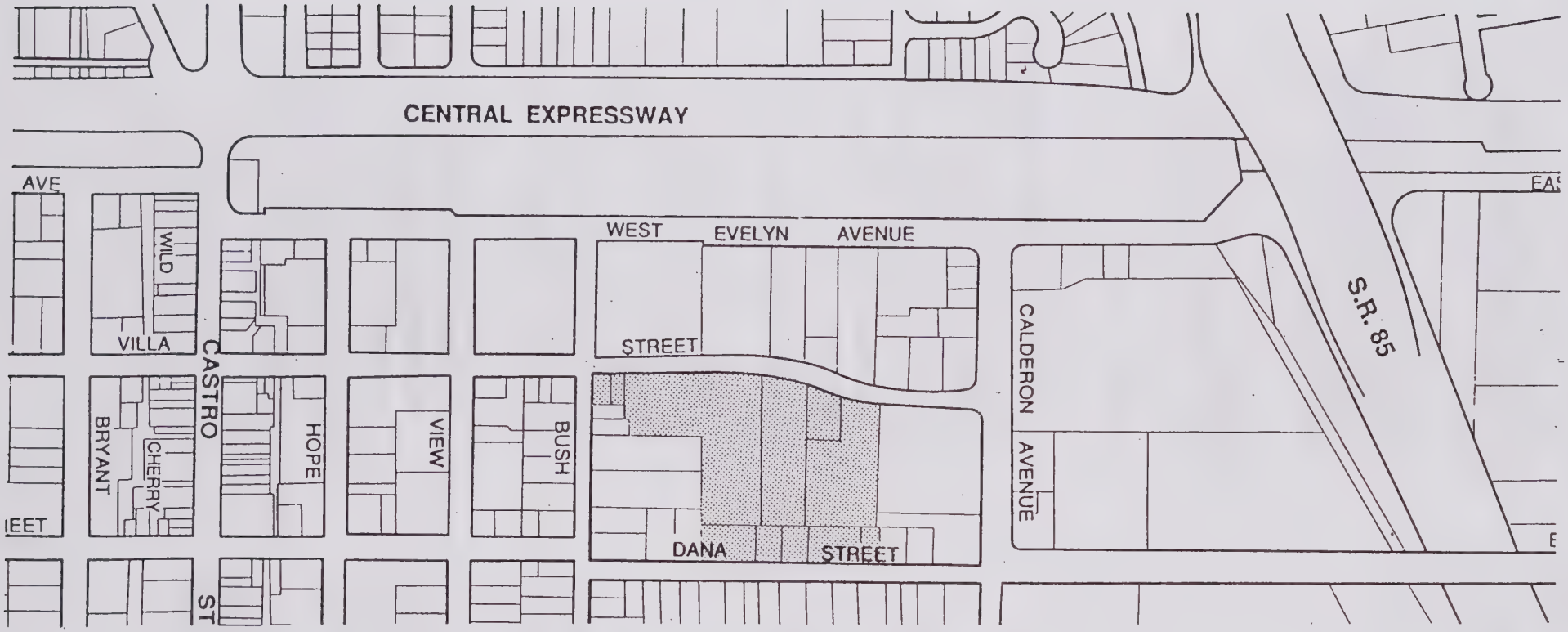
Site Improvements and Landscaping—Page 39

SMALL LOT R-1 AREA

Description. The *Evelyn Corridor Small Lot R-1 Area* is located within the block bounded by Villa Street on the north, Dana Street on the south, Calderon Avenue on the east, and Bush Street on the west. In keeping with the Small Lot R-1 Area's proximity to Downtown's shops, services and public facilities, new residential development will create a more compact single-family neighborhood area than exists elsewhere in the City of Mountain View (i.e., lots will be considerably smaller).

All homes in the *Small Lot R-1 Area* will face neighborhood-scale streets, with street trees, planting strips, and pedestrian-scale streetlights provided as part of new development. Buildings will reflect the architectural styles and design elements common throughout the Old Mountain View Neighborhood, such as front porches, bay windows and recessed garages. Front setbacks will be smaller, however, and used primarily for street definition, with usable yard areas to the side or rear of residences.

The Portuguese Lodge is a prominent local institution located within the *Small Lot R-1 Area*. It occupies 1.4 acres and has three community buildings and a caretaker's house. The lodge has been in its present location since 1935 and is used for religious, social and community activities. Buildings are not historic, but they represent an important element of cultural diversity in Mountain View. The Precise Plan



Permitted Uses:
- Single Family @ 11 du/ac

Lot Size:
- 2,700 s.f. min./3,000 s.f. avg.

Lot Coverage/FAR:
- 40% Maximum
- 0.66 FAR max.

Building Height:
- 2 Floors/25′ Maximum

Setbacks:
- Front: 15′ Minimum
- Side: 8′ min. between Buildings
- Rear: 15′ min. House / 3′ min. Garage; 7′ min. for 2nd Story over Garage

Parking:
- 2 spaces Required; 1 in Garage
- Tandem Parking Permitted

EVELYN AVENUE CORRIDOR

SMALL LOT R-1 AREA

allows for the continued use of the site by the Portuguese Lodge or similar community club or lodge, although if redeveloped, the Plan calls for *Small Lot R-1* use.

DEVELOPMENT STANDARDS

I. LAND USE

A. PERMITTED USES

1. **Attached or Detached Single-Family Residential**—at an average density of eleven (11) units per gross acre.

2. **Clubs, lodges and community-based and fraternal organizations**.

3. **Auto repair/towing business only at 365 Villa Street.**

B. ACCESSORY USES

1. **Boarding Houses**.

2. **Customary Home Occupations**—subject to the provisions of City Code Section 36.39.3.

3. **Other Accessory Uses**—and accessory buildings not to exceed forty (40) square feet customarily appurtenant to a permitted use.

C. PROVISIONAL USES

1. **Additional Uses**—determined by the Zoning Administrator to be of the same general character as those listed above.

D. SPECIAL CONDITION: DANA STREET

Singly developed single-family houses fronting on Dana Street shall be subject to the provisions of City Code Section 36.9.

II. LOT SIZE AND BUILDING COVERAGE

A. LOT SIZE

1. **Minimum Lot Area**—For detached units on individual lots, minimum lot area shall be two thousand seven hundred (2,700) square feet, provided the average lot area for the development is three thousand (3,000) square feet.

B. BUILDING COVERAGE

1. **Maximum Lot Coverage**—for residential and accessory structures shall be forty percent (40%). This is an average for all lots within a project (i.e., individual lots may have more or less lot coverage).

2. **Maximum Floor Area Ratio**—for residential and accessory structures shall be 0.66 of lot area. This is an average for all lots within a project (i.e., individual lots may have a lower or higher floor area ratio).

III. BUILDING HEIGHT AND SETBACKS

A. HEIGHT—As measured from top of existing or planned curb to top of cornice, parapet, or midpoint of a peaked roof:

1. **Maximum**—two (2) floors and twenty-five feet (25').

2. **Exceptions**—subject to City review.

B. FRONT SETBACKS—Buildings shall face public or publicly accessible private streets or ways. Setbacks shall be measured from the back-of-walk for new streets and from the right-of-way line for existing streets unless otherwise indicated. It is the intent of the Plan that a relatively uniform setback distance be maintained along streets.

1. **Minimum**—fifteen feet (15').

2. **Roofed Open Porches**—may extend a maximum of five feet (5') into the setback area.

3. **Trellises and Arbors**—may be permitted subject to City review; see Design Guidelines.

4. **Garages**—attached or detached shall be set back a minimum of five feet (5') from the front facade of the residential structure and a minimum of twenty feet (20') from the sidewalk. At least fifty percent (50%) of lots within a development project shall have garages located at the rear of the lot and shall be mixed throughout the development to maintain an attractive, landscaped street frontage.

5. **Minimum Front Yard Landscaped Area**—A minimum of fifty percent (50%) of required front setback areas within a project must be retained as surface not designed for automobile use.

6. **Special Condition: Dana Street**—Front setbacks along Dana Street shall be twenty feet (20').

C. SIDE SETBACKS

1. **Minimum**—Minimum building setbacks from property lines shall not be required. However, the minimum distance between structures shall be eight feet (8'). The majority of structures within a project shall be separated by more than eight feet (8').

2. **Corner Lots**—minimum shall be ten feet (10') from the side property line.

3. **Exceptions**—subject to City review:

   a. **"Zero lot line" residences**—may have one side setback of zero feet (0') provided the other side setback is a minimum of fifteen feet (15'). Duplex structures shall be

designed to appear as two distinct residences.

b. **Uninhabitable building elements**—such as chimneys and projecting eaves up to three feet (3').

c. **Accessory buildings abutting property lines**—up to a height of eight feet (8') provided the distance between accessory and the principal structures is no less than five feet (5').

D. REAR SETBACKS

1. **Minimum**—shall be fifteen feet (15').

2. **Exception**—The first floor of the portion of a building containing a garage may have a rear yard setback of three feet (3') and a second story setback of seven feet (7') except when the lot shares a property line with a lot zoned for or developed with single-family houses in which case the second story setback must be ten feet (10').

SITE DEVELOPMENT AND PARKING

A. BLOCK PATTERN—All development shall be configured into a pattern of generally rectilinear blocks, with new streets and access drives linking to surrounding City streets.

B. PUBLIC STREETS—New north-south public streets required to serve new development shall generally conform to the following criteria:

1. **Design Criteria**—In general, streets within the area shall be dedicated public rights-of-way and shall conform to minimum City standard design criteria. Streets within the Evelyn Corridor Plan Area shall generally be designed to be straight to reflect the pattern of surrounding streets and Plan Area parcelization. Streets shall be designed to address the following issues:

a. Safe distance between intersections.

b. Safe travel on and turning to/from curved portions of streets.

c. Safe sight distances at intersections and along horizontal, curved sections of streets.

d. Streets shall be offset along Villa Street and not continue straight through between Dana and Evelyn Streets to discourage north-south through traffic subject to review by the Public Works Department.

e. Intersection of new streets with Dana Street shall be designed to be

"right-in/right-out" only, to discourage through traffic.

f. If a new street serving new residential development does not connect through from Villa Street to Dana Street, it shall exit onto Villa Street only. Consideration shall also be given to providing a pedestrian/bicycle connection from the south end of the new street to either Dana Street or Calderon Avenue in order to improve the connection for residents of the new housing with existing neighborhood residents and Landels School.

2. **Rights-of-way Widths**—minimum forty-five feet (45').

3. **Curb-to-curb Widths**—minimum twenty seven feet (27') provided twenty feet (20') clearance is provided for moving vehicles per Fire Department requirements.

4. **Walks**—Four and one-half foot (4.5') wide level sidewalk separated from the curb shall be provided consistent with City policy.

5. **Planting Strips**—a minimum of four and one-half feet (4.5') in width shall be established along all new streets and planted with grass and/or a low-growing groundcover.

6. **Curbs**—Vertical curbs must be provided in street improvements; rolled curbs will not be permitted.

C. DRIVES AND DRIVEWAYS

1. **Maximum Width of Curb Cuts**—shall be eleven feet (11') for a driveway for a one-car garage or one-way entrance drive to a common lot, and eighteen feet (18') for a driveway for a two-car garage or two-way entrance drive.

2. **Two-Car Width Curb Cuts**—In order to provide for a frontage that is not dominated by automobiles and automobile-related surfaces, two-car width curb cuts and/or two-car width driveways within the front setback area shall not be permitted on adjacent lots.

3. **Shared Parking Facilities**—Special consideration shall be given to design of shared and/or common lots or garages.

4. **Paved Parking or Driveway Area**—shall not exceed fifteen percent (15%) of the total area of the lot(s). However, garages located more than forty feet (40') from the front of the property are encouraged, and related paved parking or driveway area may be exempted from the fifteen percent (15%) coverage limit.

D. PARKING

1. **Amount**—two (2) resident parking spaces shall be provided per dwelling unit. At least one (1) of the resident parking spaces shall be in a garage. Tandem parking is permitted.

2. **Garages**—shall be located to the side and/or rear of buildings in accordance with the setback standards established above.

   a. **Width**—The street-facing facade of individual garage structures shall not exceed twenty feet (20').

   b. **Garage doors**—shall be provided for all garages.

E. SITE AND PUBLIC IMPROVEMENTS

1. **Street Trees**—Shade trees shall be planted at approximately twenty-five feet (25') on center within the required planting strip. If street trees are provided in "parking pockets" (see Design Guidelines), and are no further apart than forty feet (40') on center, street trees within planting strips may not be required subject to City review.

2. **Streetlights**—Pedestrian-scale streetlights shall be installed as part of all new development. Luminaires shall be approximately thirteen feet (13') in height and located within the required planting strip at intervals of approximately ninety feet (90'). Lights shall be traditional in design, reflecting the "acorn" lights common throughout the Old Mountain View Neighborhood.

3. **Usable Yard Area**—Each developed parcel shall have at least one rectilinear side yard or rear yard space with a minimum area of four hundred (400) square feet and no side less than fifteen feet (15') in length.

4. **Minimum Rear Yard Landscaped Area**—A minimum of seventy percent (70%) of rear yard areas within a project must be retained as open space not occupied by garages or carports. This is an average for all lots within a project (i.e., individual lots may have more or less open space area).

5. **Open Space at Grade Level**—shall occupy no less than forty-five percent (45%) of the area of the lot(s). Open space area does not include areas designed for automobile use. However, garages located more than forty feet (40') from the front of the property are encouraged, and a portion of the related paved parking or driveway area may be counted toward the forty-five percent (45%) open space area.

6. **Fences**—along rear property lines and side property lines past the front setback/yard area shall be a maximum of six feet (6') in

height. Fences within the front setback area shall be a maximum of three feet (3') in height. Decorative trellises or arbors associated with gates may exceed this height subject to City review. (See "Site Improvements and Landscaping" section for recommendations on types and materials.) For fences on corner lots, the special provisions in Section 36.40.4 (3) of the Mountain View City Code shall apply.

7. **Screen Walls**—Property lines common with commercial/ industrial property or clubs and lodges shall have a minimum seven (7) foot high acoustically constructed noise wall (impervious to air flow) as a buffer.

8. **Landscape Materials**—see "Site Improvements and Landscaping."

F. BUILDING DESIGN

1. **Historical Architectural Forms**—common to the Old Mountain View Neighborhood shall be used. These include front porches, bay windows, dormer windows, and peaked roofs (e.g., gable, pyramid, or hip roofs).

2. **Variety in the Design of Buildings**—shall be required in order to create block frontages that are varied and attractive. Facades, massing, and roofs should vary as appropriate to the architectural style employed.

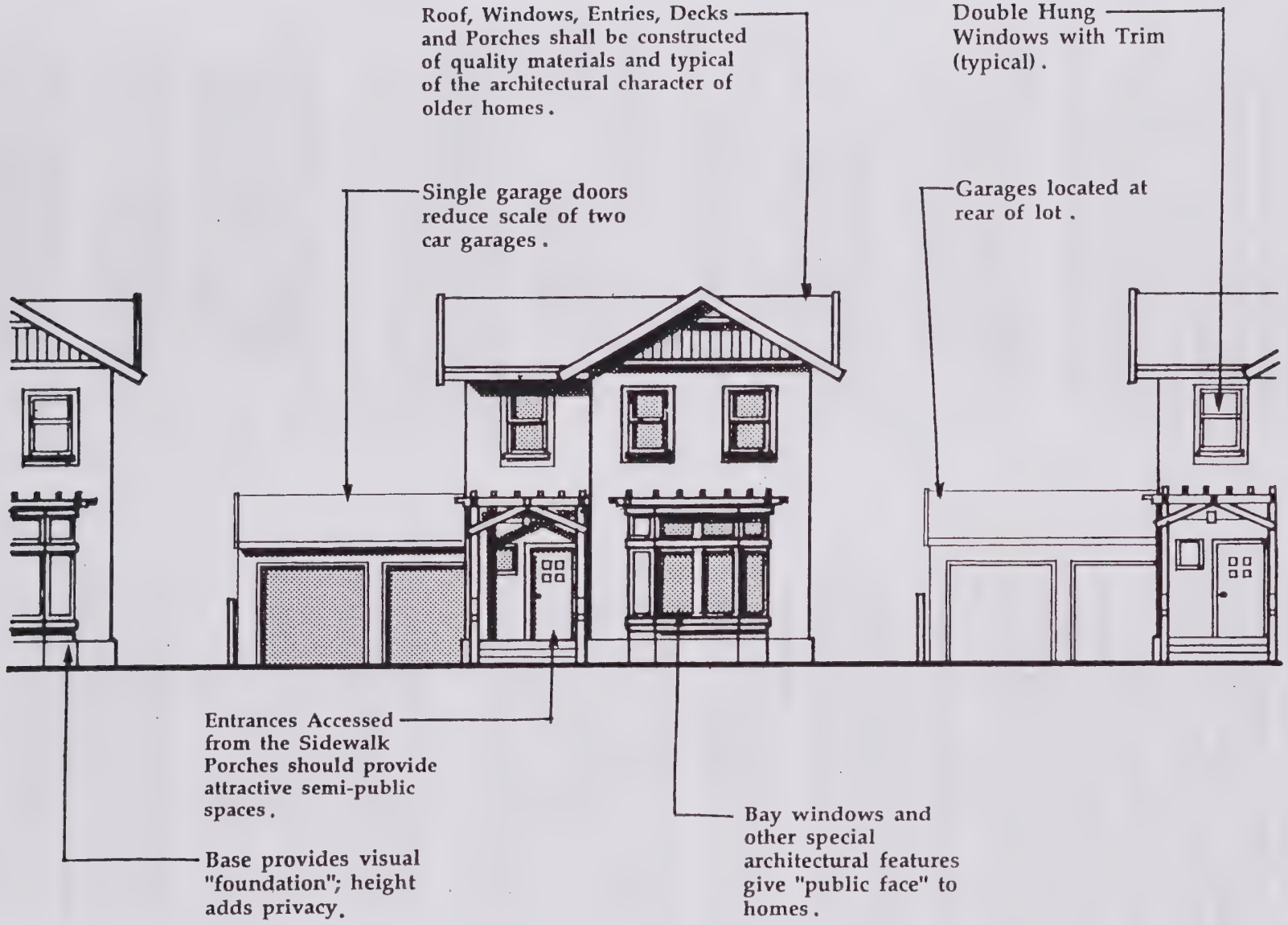
3. **Privacy**—Buildings shall be designed and/or arranged to avoid windows facing windows across side and rear lot lines.

4. **Appurtenances, Modifications, and Accessory Buildings**—For developments of ten (10) lots or more, a master plan which establishes rules for modifications or additions to any building structures will be required. The master plan shall be prepared by the project architect and address such structures as fences, trellises, spas, sun-shades, and accessory buildings, as well as modifications to principal buildings. These rules shall be approved by the Zoning Administrator. The development's Covenants, Conditions and Restrictions (CC&Rs) shall specifically state that the master plan establishes the rules for additions/modifications to the development and that changes to the master plan require Community Development Department approval.

G. NOISE—Residential units and exterior residential spaces shall be designed to achieve desired noise levels specified in the General Plan to the extent feasible (i.e., 45 Ldn for interiors and 55 Ldn for exteriors).

DESIGN GUIDELINES

A. EXISTING R-1 GUIDELINES—The City's "Design Guidelines for Single



PROTOTYPE ILLUSTRATION

SMALL LOT R-1 AREA

Family Homes" should be referred to, especially Chapter V, "Guidelines for Small Lots." In instances where these guidelines conflict with the provisions of the Precise Plan, the Precise Plan shall apply.

B. ARCHITECTURAL STYLES—Historic styles characteristic of the Old Mountain View Neighborhood should be reflected. From most to least prevalent, these styles are:

1. **Craftsman/Bungalow**—wide-gable roofline, deep eaves, prominent roof rafters/ knee braces, large front porch, tapering porch columns, multi-pane windows, dormer windows, shingle, clapboard or stucco siding, porch arbors/trellises.

2. **Transitional Pyramid/Four Square**—square/cube building shape, high hipped or pyramidal roof, multiple dormer windows, moderate sized front porch, turned porch posts, palladian vents.

3. **Colonial Revival**—symmetrical front facade with main entrance in center, small to moderate front porch, shuttered windows, hipped or pedimented gable roof, portico/arbors for walks/porches.

4. **Mission/Spanish Revival**—tile roof with low pitch, divided arched windows, stucco walls with surface relief, small to large front porch, wrought iron railings, arched vents.

C. ENTRANCES—to all buildings should be part of a clear entry sequence, extending from the public sidewalk to the private front door. The following elements are recommended:

1. **Front Porches**—with a minimum depth of five feet (5') to accommodate outdoor seating.

2. **Low Hedges, Fences and/or Entry Gates**—to define the edge between the public street and private property.

3. **Ornamental Lighting**—of porches and walks to add attractiveness, safety, and security.

4. **Freestanding Landscape Elements**—such as trellises, arbors, and special plant materials that add character to yard spaces and/or accent the entry sequence.

D. WINDOWS—Windows are a major element of building character and quality. They are particularly important within the context of Old Mountain View and Downtown.

1. **Composition**—All windows within a building should be related in operating type, proportions, or trim. Other unifying elements should be used, such as common sill or header lines.

2. **Design and Placement**—To create relief and texture, windows should be recessed

from the wall surface, with true muntins and built-up sills and trim.

3. **Window Inset**—Glass should be inset a minimum of three inches (3") from the exterior wall surface to add relief to the wall surface; this is especially important for stucco buildings.

4. **Special Windows**—bays and/or dormers should be used to add interest and a domestic expression to facades.

E. SOLAR ACCESS—Solar exposure should be considered in the design of new housing developments. Designs that keep buildings cool in summer and warm in winter are encouraged.

F. OUTBUILDINGS

1. **General**—Outbuildings of all types should have an architectural style and detailing that matches the main building in terms of surface materials, trim, fenestration, roof materials, and color.

2. **Freestanding Garages**—should be unobtrusive, preferably located at the rear of properties to minimize visual impact.

3. **Built-in Garages**—should blend with the form of the residence.

4. **Single-Car Garage Doors**—are strongly recommended for two car garages, with windows, surface panels, and/or other forms of architectural detailing to make them attractive.

G. ON-STREET PARKING POCKETS—May be permitted on local access streets subject to City review. Street trees should be planted in curbed planters within the parallel parking zone to add street amenity and help to slow traffic. Curbed planters should extend no more than five feet (5') from the face of curb. Spacing should be no closer than twenty-five feet (25') on center to allow room for curbside parking, and no further than fifty feet (50') on center to maintain a consistent street tree planting.

H. PLANT MATERIALS—See Page 39.

MIXED-UNIT RESIDENTIAL AREA

Description. The *Evelyn Corridor Mixed—Unit Residential Area* includes the blocks bounded by Evelyn Avenue on the north, Villa Street on the south, Calderon Avenue on the east, and View Street on the west. Standards and guidelines for the *Mixed-Unit Residential Area* promote a mix of multi-unit and single-family housing types that are compatible with existing residences in the Old Mountain View Neighborhood and the boulevard street scale and character of development envisioned for Evelyn Avenue.

Densities will be lower along Villa Street and Calderon Avenue, and higher adjacent to the Train Station and Transit Center and along Evelyn Avenue. New development will incorporate architectural features such as peaked roofs, and porches and stoops, and site improvements, such as streetside walks, planting strips, street trees, and ornamental streetlights, to create an attractive, intimate, higher-density residential area. Wider planting strips and walks will be used to enhance Evelyn Avenue as a boulevard entrance to Downtown. As required in the *Small Lot R-1 Area*, new blocks and streets must connect to surrounding City streets. Where needed, surface parking lots will be located in the interior of blocks and planted with shade trees in an "orchard parking" arrangement.

The *Mixed-Unit Residential Area* provides for a density of 15-25 units per acre. Housing types that promote home ownership are encouraged.

DEVELOPMENT STANDARDS

I. LAND USE

A. PERMITTED USES

1. **Multi-Unit Residential**—at a density of fifteen (15) to twenty-five (25) units per acre.

2. **Single-Family Attached or Detached**—at a density of fifteen (15) to twenty-five (25) units per acre.

3. **Commercial Uses**—allowed under the General Commercial zone, subject to provisions on Page 52, "Status of Commercial Uses."

B. ACCESSORY USES

1. **Customary Home Occupations**—subject to City review.

2. **Offices**—incidental and customarily necessary to the conduct of a permitted use.

3. **Accessory Uses and Buildings**—customarily appurtenant to a permitted use.

C. PROVISIONAL USES

1. **Public Halls, Lodges, and Clubs**.

2. **Public and Quasi-Public Buildings and Uses**—of a recreational, educational,

religious, cultural, or public service type.

3. **Additional Uses**—determined by the Zoning Administrator to be supportive of those listed above.

D. MINIMUM PARCEL SIZE—shall be one (1) acre for multi-unit development and two thousand (2,000) square feet for single-family detached and attached parcels.

E. MINIMUM PARCEL WIDTH—shall be one hundred fifty feet (150') for multi-unit development. No minimum is established for single family development.

F. DENSITY TRANSITION—Density shall be lower along the Villa Street frontage and higher along the Evelyn Avenue frontage and near the train station. Changes in density and/or building mass shall be gradual; see Design Guidelines for recommendations.

II. BUILDING HEIGHT AND SETBACKS

A. HEIGHT—as measured from top of existing or planned curb to top of cornice, parapet, or mid-point of a peaked roof shall be as follows:

1. **Maximum**—two (2) floors and twenty-five feet (25') immediately adjacent to Villa Street; three (3) floors and thirty-six feet (36') elsewhere.

2. **Exceptions**—subject to City review:

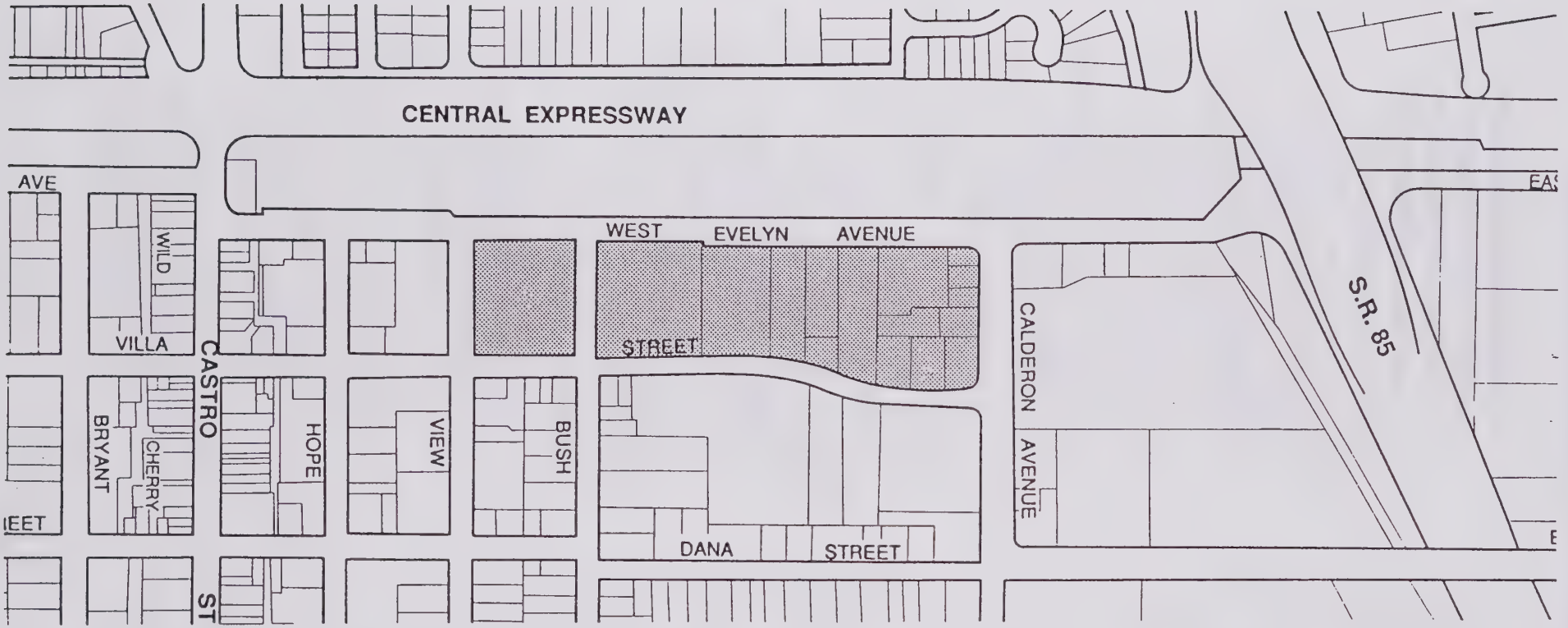
a. **Above subsurface parking**—buildings may exceed the maximum height by three and one-half feet (3.5'). Developments with a frontage of over two hundred feet (200') may exceed the height limit by an average of three and one-half feet (3.5') not to exceed a maximum height of five feet (5').

b. **Special architectural features**—such as towers or cupolas.

c. **Rooftop structures**—such as elevator and mechanical equipment enclosures or roof deck trellises and gazebos. These may exceed the height limit by ten feet (10'), provided they are set back a minimum of ten feet (10') from building walls and are screened by a parapet or sloping roof.

B. FRONT SETBACKS—Buildings shall face public or publicly accessible private streets or ways. Setbacks shall be measured from the back-of-walk for new streets and from the right-of-way line for existing streets unless otherwise indicated.

1. **Minimum for Multi-Unit Buildings**—ten feet (10').



Permitted Uses:
- Single Family and Multi-Unit Residential @ 15-25 du/ac
- Existing Commercial

Lot Size:
- 1 acre min. for Multi-Unit
- 2000 s.f. min. for Single Family

Height:
- 2 Floors/25′ near Villa
- 3 Floors/36′ max. elsewhere

Setbacks - Multi-Unit:
- Front: 10′ min. except 20′ along Evelyn Avenue
- Side and Rear: 30′ min. between Buildings

Setbacks - Single Family:
- Front: 15′ min. except 20′ along Evelyn Avenue
- Side: 8′ min. between Buildings, except 10′ min. along Evelyn Avenue
- Rear: 15′ min. House / 3′ min. Garage, except 10′ min. along Evelyn Avenue; 7′ min. for 2nd Story over Garage

Open Space - Multi-Unit:
- Common: 150 s.f. min. per unit
- Private: 60 s.f. min. per unit

Parking:
- 2 spaces per 2BR unit min.
- 1 space per 1BR unit min.
- 15% spaces Visitor-Accessible in Multi-Unit

EVELYN AVENUE CORRIDOR

MIXED-UNIT RESIDENTIAL AREA

2. **Along Evelyn Avenue**—Minimum setback from back of walk shall be twenty feet (20'). Single-family houses and multi-unit buildings shall face Evelyn Avenue, except that single-family detached houses occupying less than a block width—approximately three hundred feet (300')—or having fewer than ten (10) units in a row along Evelyn Avenue shall side onto Evelyn Avenue.

3. **One-Story Open Porches**—may extend a maximum of five feet (5') into the setback area.

4. **See *Small Lot R-1 Area* Standards**—for requirements related to front yards and garages for single family development.

C. SIDE AND REAR SETBACKS

1. **Minimum for Multi-Unit Buildings**—twenty feet (20') from property lines and thirty feet (30') between buildings.

2. **Exceptions for Multi-Unit Buildings**—subject to City review:

   a. **Uninhabitable building elements**—such as chimneys and projecting eaves up to five feet (5');

   b. **Accessory buildings abutting property lines**—up to a height of eight feet (8') outside of the front setback area;

   c. **Accessory buildings set back**—up to a height of twelve feet (12') if set back a minimum of four feet (4') from property lines.

3. **Minimum for Single Family Buildings**—see *Small Lot R-1 Area* standards for detached. No side setbacks required for attached; rear setbacks shall be a minimum of fifteen feet (15').

4. **Single-Family Buildings Along Evelyn Avenue**—minimum setback from back of walk shall be twenty feet (20').

III. SITE DEVELOPMENT AND PARKING

A. BLOCK PATTERN—All development shall be configured into a pattern of generally rectilinear blocks, with new streets and access drives linking to surrounding City streets.

B. SITE ACCESS

1. **Streets**—public streets shall be encouraged to serve new development. See *Small Lot R-1 Area* standards for public streets for new streets that are bordered by *Small Lot R-1* development on both sides. Street design for residential streets shall generally conform to the following:

   a. **Rights-of-way widths for public streets**—no minimum; maximum sixty feet (60').

b. **Curb-to-curb widths for public streets**—thirty-six feet (36') with on-street parking and twenty-eight feet (28') with no on-street parking, except at approved pedestrian bow-out and other facilities. In these instances, the curb-to-curb width must accommodate two-way vehicle travel. No width is specified for private streets, but they must be wide enough for two-way vehicle travel and emergency access.

All streets, public or private, should include the following:

c. **Walks**—Detached four and one-half foot (4.5') wide level sidewalk separated from the curb by a planting strip shall be provided consistent with City policy.

d. **Planting strips**—a minimum of four and one-half feet (4.5') in width shall be established along all streets and planted with grass and/or a low-growing groundcover and street trees.

e. **Curbs**—Vertical curbs must be provided in street improvements; rolled curbs will not be permitted.

f. **Design criteria**—New public streets within the area shall be dedicated public rights-of-way and shall conform to minimum City standard design criteria and construction specifications for residential streets, with any exceptions to be approved by the Public Works Department. In general, streets, public or private, within the Evelyn Corridor Plan Area shall be designed to be straight to reflect the pattern of surrounding streets and Plan Area parcelization. Streets shall be designed to address the following issues:

(i) Safe distance between intersections.

(ii) Safe travel on and turning to/from curved portions of streets.

(iii) Safe sight distances at intersections and along horizontal, curved sections of streets.

(iv) Safe sight distances at the driveway approaches entering streets, particularly at approaches to depressed driveways leading to underground garages.

(v) Streets shall be offset along Villa Street to discourage north-south through traffic subject to review by the Department of Public Works.

g. **Special Condition: Evelyn Avenue Frontage**—A walk eight feet (8') in width and a curbside planting strip ten feet (10') in width shall be established to create a boulevard appearance, establish adequate planting area for large-scale species of shade trees, and provide additional buffering for residences.

2. **Driveways**—to on-site parking garages or lots serving multi-unit development shall reflect the criteria below. See *Small Lot R-1 Area* standards for single-family development.

   a. **Ramping driveways**—shall be located beyond the back of sidewalk, with a maximum grade of twenty percent (20%) and adequate sight distance.

   b. **Setback from adjacent properties**—shall be a minimum of five feet (5').

   c. **Setback from adjacent buildings**—shall be a minimum of three feet (3').

   d. **Maximum number of curb cuts**—shall be one (1) two-way curb cut or two (2) one-way curb cuts per one hundred fifty feet (150') of frontage.

   e. **Maximum width of curb cuts**—shall be eleven feet (11') for a one-way driveway and eighteen feet (18') for a two-way driveway. Driveway entrances may be flared along Evelyn Avenue to accommodate its higher traffic speeds. However, flares shall occur within the planting strip and not extend into sidewalk areas.

C. BUILDING ACCESS

1. **Direct Pedestrian Access**—shall be provided from public streets to the main building entrance (i.e., pedestrian access to buildings shall not require walking across parking lots).

2. **Common Entrances**—should serve no more than twelve (12) units. Common entrances may incorporate access from underground parking garages and/or from common project outdoor open spaces.

D. OUTDOOR SPACE: MULTI-UNIT DEVELOPMENT—Common, usable outdoor space shall be provided for all multi-unit buildings. A minimum of one hundred fifty (150) square feet shall be provided for each unit; see Design Guidelines. Private outdoor deck or patio space shall also be provided with at least sixty (60) square feet for each unit. Private space shall be in the form of a patio or deck attached to the unit, not less than six feet (6') clear in any dimension.



PROTOTYPE ILLUSTRATION

MIXED-UNIT RESIDENTIAL AREA

E. OUTDOOR SPACE: SINGLE-FAMILY DEVELOPMENT

1. **Usable Yard Area**—Each developed parcel shall provide at least one rectilinear side yard or rear yard space with a minimum of four hundred (400) square feet and no side less than fifteen feet (15') in length.

2. **Open Space at Grade Level**—shall occupy no less than forty-five percent (45%) of the area of the lot(s). Open space area does not include areas designed for automobile use. However, garages located more than forty feet (40') from the front of the property are encouraged, and a portion of the related paved parking or driveway area may be counted toward the forty-five percent (45%) open space area.

F. PARKING—Requirements for multi-unit development are listed below. See *Small Lot R-1 Area* for single-family development.

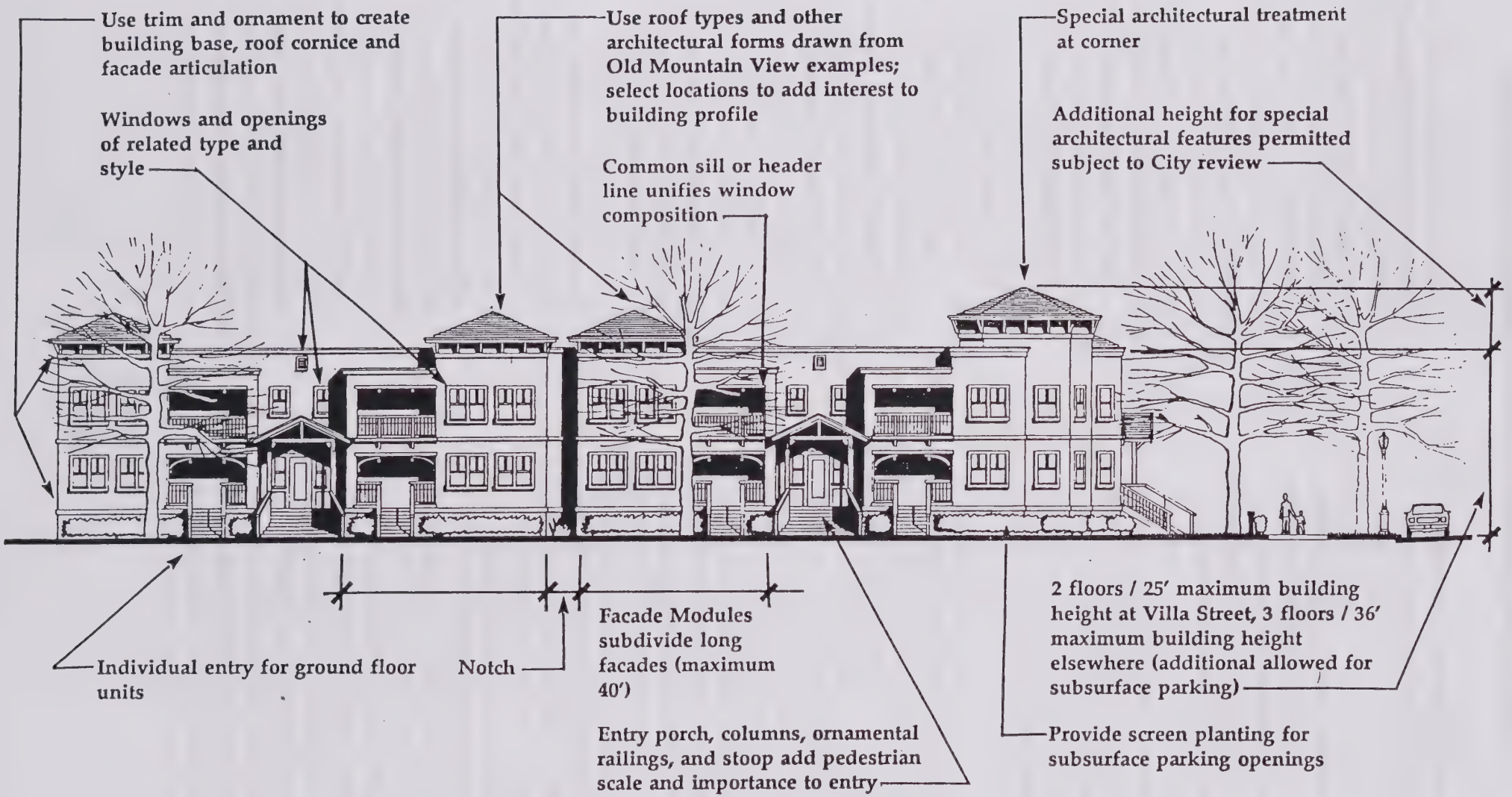
1. **Requirements**—two (2) spaces per two-bedroom unit or larger; one (1) space per one-bedroom unit or studio. This is lower than generally required throughout the City to reflect proximity to transit facilities. The zoning administrator may require a parking study prepared by an independent traffic engineering professional to determine if further reduction in parking requirements is warranted.

2. **Visitor Parking**—Fifteen percent (15%) of the required parking spaces shall be freely accessible to visitors without security gates and/or other facilities that would deter their use.

3. **Subsurface Garages**—The majority of parking for the project should be depressed at least partially below grade so that pedestrians do not walk along blank parking garage walls. For buildings with partially underground parking structures, the finished floor height of the podium (concrete slab between parking and living areas) should be no more than an average of three and one-half feet (3.5') above sidewalk grade, not to exceed five feet (5') above sidewalk grade.

4. **Location and Screening of Surface Parking Lots**—shall always be to the rear or side of buildings; in no case shall surface parking lots be closer to surrounding public walks than twenty feet (20'). The perimeter of parking areas and driveways adjacent to streets and sidewalks shall be screened with an attractive low wall, fence, or line of piers. (See "Site Improvements and Landscaping" section for guidelines for wall and fences.)

5. **Surface Parking Areas Shall be Planted**—with shade trees at a ratio of one (1) tree for every



PROTOTYPE ILLUSTRATION

MIXED-UNIT NEIGHBORHOOD AREA

three (3) spaces in an "orchard" planting arrangement.

6. **Garage Doors**—or gates shall be provided for all garages. Maximum width for common garage entrances shall be twenty feet (20') for double doors and ten feet (10') for single doors.

7. **Freestanding Garages**—shall be located to the rear of buildings; see Design Guidelines.

G. SITE AND PUBLIC IMPROVEMENTS

1. **Street Trees**—Shade trees at a spacing of approximately twenty-five feet (25') on center shall be planted within required curbside planting strips.

2. **Streetlights**—Pedestrian-scale streetlights shall be installed as part of all new development. Luminaires shall be approximately thirteen feet (13') in height and located within the required planting strip at approximately ninety feet (90') on center. Lights shall be traditional in design, reflecting the "acorn" lights common throughout the Old Mountain View Neighborhood.

3. **Signs**—One identification sign is permitted for each multi-unit lot. The aggregate sign area for any lot shall not exceed five (5) square feet for each acre or portion of an acre within the lot, provided, however, that any lot may have an area of twenty-five (25) square feet and no sign shall exceed fifty (50) square feet. Signs shall be further regulated by the requirements of Section 36.11.13 of the Zoning Ordinance.

4. **Screen Fences or Walls:**

   a. **Adjacent to commercial development**—attractive screen fences or walls shall be provided along property lines to screen service areas and parking areas.

   b. **Height of screen fences and walls**—not adjacent to streets and sidewalks shall be six feet (6') in height. Fences and walls may be seven feet (7') in height along property lines in common use commercial or industrial uses. (See "Site Improvements and Landscaping" section for recommendations for type and materials.)

5. **Special Condition: Evelyn Avenue**—An attractive low wall or fence shall be provided two feet (2') from back of walk; wall or fence shall be a maximum of 48" in height. Shade trees shall be planted at a spacing of approximately twenty-five feet (25') on center within the required planting strip. A low growing groundcover planting shall be established within the planting strip. Ornamental streetlights shall be installed at

approximately one hundred twenty five feet (125') on center.

6. **Trash and Service Equipment**—including satellite receiving dishes, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means.

   a. **Rooftop equipment**—shall be screened on all sides and shall be integrated architecturally in the building design.

   b. **Recycling containers**—locations shall be included in design plans.

7. **Plant Materials**—see "Site Improvements and Landscaping" section on Page 39.

H. BUILDING DESIGN

1. **Historical Architectural Forms**—common to the Old Mountain View Neighborhood shall be used. These include front porches, bay windows, dormer windows, and peaked roofs; see Design Guidelines.

2. **Variety in the Design of Building Facades**—shall be required so that block frontages are varied and attractive.

3. **Privacy**—Buildings shall be designed and/or arranged to avoid windows facing windows across side and rear building setback areas.

4. **See *Small Lot R-1 Area***—for appurtenances, modifications and accessory buildings.

I. NOISE—Residential units and exterior residential spaces shall be designed to achieve desired noise levels specified in the General Plan to the extent feasible (i.e., 45 Ldn for interiors and 55 Ldn for exteriors).

J. MAINTENANCE OF COMMON AREAS—For all developments, the developer shall prepare CC&Rs addressing issues of common interest in terms of maintenance of common open space, tree planter areas, planting strips, and walks.

DESIGN GUIDELINES

Note: Guidelines A through C apply to both multi-unit and single-family development. Guidelines D through M apply primarily to multi-unit development. For additional guidelines related to single-family development, see *Small Lot R-1 Area.*

A. DENSITY TRANSITION—should occur in one of the following ways:

1. **At the Rear Property Line**—Density changes may occur at the rear property line or across a rear alley; dramatic density changes shall not occur between facing buildings (i.e., across a street).

2. **Across an Open Space**—A green or park may be used to separate facing buildings of different densities.

3. **Along Streets**—Density may change along a street so that facing buildings remain the same or similar in form and density.

B. MAXIMUM EAST-WEST BLOCK DIMENSION—should be four hundred feet (400'). A dimension of three hundred feet (300') is recommended.

C. PARKING POCKETS—may be permitted on local access streets subject to City review. Street trees should be planted in curbed planters within the parallel parking zone to add street amenity and help to slow traffic. Curbed planters should extend no more than five feet (5') from the face of curb. Spacing should be no closer than twenty five feet (25') on center and/or twenty-five feet (25') from driveway curb cuts to allow for curbside parking, and no further than fifty feet (50') on center to maintain a consistent street tree planting.

D. COMMON OPEN SPACE—should contain both landscaped/garden areas and hardscape areas that encourage social interaction.

1. **Common Landscaped Space**—A usable landscaped green and/or garden space should comprise between seventy percent (70%) and eighty percent (80%) of the common outdoor space. The space should be in the form of a courtyard, side yard, rear yard, or common green for larger developments. Space should be seventy-five percent (75%) enclosed by buildings, low walls, low fences, or linear landscaping (e.g., hedges or rows of trees) and not be bordered by surface parking areas on more than one side.

2. **Common Hardscape Space**—Between twenty percent (20%) and thirty percent (30%) of common outdoor space should be in the form of unit-paved or gravel areas, common roof deck space, or any combination of the two. Hardscape space shall be connected directly to the required landscaped space by stairs, walks, and/or ramps if necessary.

E. GENERAL BUILDING DESIGN—Multi-unit buildings should be compatible in form with single family houses, yet have a high-quality, Downtown residential character. Building materials and design should be long-lasting in order to create a living environment that holds its value over time. Buildings should employ classic, traditional styles rather than modern, high-tech styles that incorporate extensive amounts of hard and/or reflective surfaces.

1. **Architectural Features**—that add human scale, such as courtyards, porches, balconies, trellises and bay windows, are recommended. Buildings should not have large, blank or monotonous surfaces; rather, design should include sufficient detailing, texture, color differentiation and

three-dimensional articulation to create appropriately scaled, interesting structures. Special architectural features that relieve flatness of facades such as recessed windows with authentic muntins, architectural trim with substantial depth and detail, bay windows, window boxes, dormers, entry porches, etc., are recommended.

2. **Facade Module**—Building facades should be designed so as to give individual identity to each vertical module of units. Long facades should be divided into shorter segments a maximum of forty feet (40') and preferably twenty-five feet (25') in width.

   In larger projects with frontages of over one hundred feet (100'), modules should be separated by such techniques as a deep notch (in plan) between the modules; varying architectural elements (e.g., window color, roof shape, window shape, stoop detail, railing type); and/or varying the color of individual modules within a harmonious palette of colors.

F. ARCHITECTURAL STYLES—Elements of the historic styles characteristic of the Old Mountain View Neighborhood should be reflected. From most to least prevalent, these styles and their principal characteristics are:

1. **Craftsman/Bungalow**—wide-gable roofline, deep eaves, prominent roof rafters/ knee braces, large front porch, tapering porch columns, multi-pane windows, dormer windows, shingle, clapboard or stucco siding, porch arbors/trellises.

2. **Transitional Pyramid/Four Square**—square/cube building shape, high hipped or pyramidal roof, multiple dormer windows, moderate front porch, turned porch posts, palladian vents.

3. **Colonial Revival**—symmetrical front facade, main entrance in center, small to moderate front porch, shuttered windows, hipped or pedimented gable roof, portico/arbors for walks/porches.

4. **Mission/Spanish Revival**—tile roof with low pitch, divided arched windows, stucco walls with surface relief, small to large front porch, wrought iron railings, arched vents.

G. BUILDING ENTRANCES—should be part of a clear entry sequence, extending from the public sidewalk to the private front door. The following elements are recommended:

1. **Stoops and/or Open Porches**—should face the street at regular intervals which correspond to the vertical modules of building units. The stoops should be wide enough for people to sit on and to make entries inviting. At least two of the following three items

should be incorporated at each entry point: address, doorbell and mailbox. Open porches should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof.

2. **Stairs**—should be boxed and framed by attractive stepped bulkheads walls or balustrade railings. Bullnose treads are recommended. Open or "floating" exterior stairs should not be used.

3. **Low Hedges, Fences and/or Entry Gates**—should be used to define the edge between the public street and private property.

4. **Ornamental Lighting**—of porches and walks to highlight entrances and add security.

5. **Freestanding Landscape Elements**—such as trellises, arbors, and special landscape materials that add character to yard spaces and/or accent the entry sequence.

H. BUILDING MATERIALS—Building materials shall be high-quality, long-lasting, and durable, with a minimum life span of fifty (50) years for siding and forty (40) years for roofing. Examples of such materials include stucco or clapboard for siding; tile or asphalt shingles for roofs. Construction drawings and construction techniques shall demonstrate high-quality detailing and use of materials.

I. WINDOWS—are an important element of facade composition and an indicator of overall building quality:

1. **Composition**—All windows within a building, large or small, should be related in operating type, proportions, or trim. Other unifying architectural elements should be used, such as common sill or header lines.

2. **Framing and Window Inset**—Built-up sills and trim should be used to frame openings. Glass should be inset a minimum of three inches (3") from the exterior wall and/or frame surface to add relief to the wall surface; this is especially important for stucco buildings.

3. **Special Windows**—such as bays or dormers should be used to add interest and a domestic character to the facade.

J. PLANT MATERIALS—See "Site Improvements and Landscaping" section for guidelines on Page 39.

K. OUTBUILDINGS

1. **General**—Outbuildings of all types should have architectural treatments derived from the main building in terms of surface materials, trim, fenestration, roof materials, and color.

2. **Freestanding Garages**—should be unobtrusive, preferably located at the rear of properties to minimize visual impact.

    a. **Single-car garage doors**—are strongly recommended, with windows, surface panels, and other forms of architectural detailing to reduce their impact and scale.

    b. **A maximum of five (5) garage doors**—may be lined up consecutively; a space of five feet (5') shall be provided between each garage or group of doors.

L. PUBLICLY ACCESSIBLE OPEN SPACE—that is unlocked during daylight hours should be provided as part of all new multi-unit development (e.g., malls, courtyards, etc.).

1. **Spatial Definition**—Spaces should be defined by buildings or landscape elements on a minimum of two sides.

2. **Linkage**—Spaces should be linked to adjacent public streets and sidewalks.

3. **Sequence**—Ornamental gates, trellises, lighting, plant materials, etc., should be used to create a sequence for pedestrians; for example, an ornamental gate at the sidewalk leading to a passage lined with columns, then arrival at a courtyard.

M. SOLAR ACCESS—Solar exposure should be considered in the design of new housing developments. Designs that keep buildings cool in summer and warm in winter are encouraged.

SUPPORT COMMERCIAL AREA

Description. The *Evelyn Corridor Support Commercial Area* is located along the northerly frontage of Evelyn Avenue. Standards and guidelines promote land uses and forms of development that are sensitive to and serve the needs of Downtown businesses, local residents, and transit users. They provide for commercial uses, such as auto services, building supply, hardware, and printing, which will not compete with Downtown's specialty, restaurant, and convenience base, as well as other uses that may not be appropriate for Downtown.

New buildings will be designed to face Evelyn Avenue. The intent is that they will have an attractive "industrial/railroad" style, with metal seam roofs, large roof overhangs, monitors and other industrial roof forms, that reflect the Support Commercial Area's use mix and location. Signs will be integrated within the overall building design. Surface parking areas will be located to the side or rear of buildings, instead of along the street frontage, with shade trees in an "orchard" planting arrangement. A gracious sidewalk and parkway strip, combined with street tree plantings and ornamental streetlights, will enhance Evelyn Avenue as a boulevard entrance to Downtown.

DEVELOPMENT STANDARDS

I. LAND USE

A. PERMITTED USES

1. **Indoor Wholesale and Retail Sales and Services**—including the following:

   a. Building materials stores.

   b. Printing and publishing.

   c. Auto repair and maintenance—major and minor.

   d. Repair and maintenance of consumer products.

   e. Wholesaling and distribution.

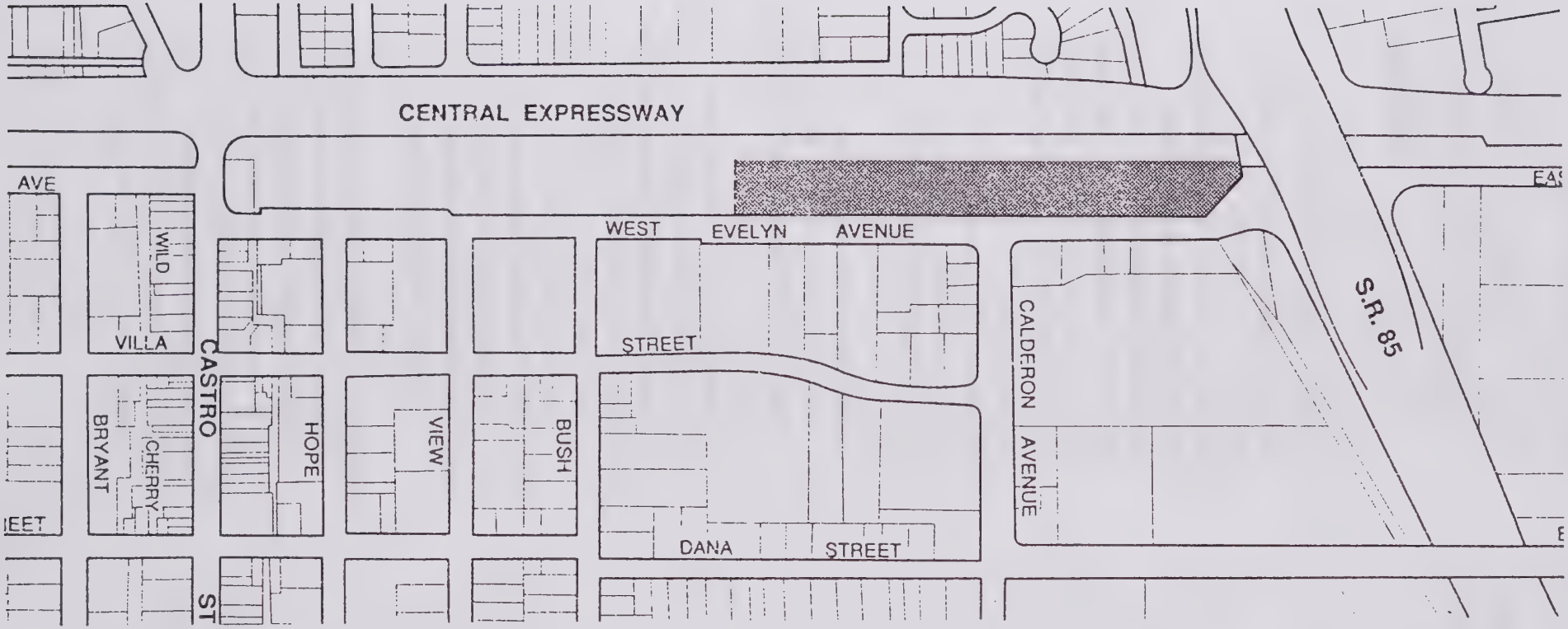
   f. Indoor commercial recreation and fitness.

   g. Retail outlets.

   h. Laundries and dry cleaning plants including personal dry cleaning and laundromats.

   i. Handicraft industries, small-scale manufacturing.

B. VIBRATION SENSITIVE USES—Commercial uses, such as certain types of repair shops and computer-related technologies that are sensitive to train vibrations, are discouraged from locating in this area.



Permitted Uses:
- Wholesale and Retail Sales and Services (Not Competitive with Downtown)

Minimum Parcel Size:
- 10,000 s.f.

Maximum Intensity:
- 0.35 FAR

Maximum Height:
- 2 Floors/36'

Minimum Setbacks:
- Front: 0' min./20' max.
- Side and Rear: 8' min.

Parking:
- per City Code

EVELYN AVENUE CORRIDOR

SUPPORT COMMERCIAL AREA

C. MINIMUM PARCEL SIZE—shall be ten thousand (10,000) square feet and one hundred (100) linear feet of frontage for permitted uses.

D. MAXIMUM DEVELOPMENT INTENSITY—for permitted uses shall be a floor area ratio (FAR) of 0.35.

II. BUILDING HEIGHT SETBACKS AND ORIENTATION

A. HEIGHT—as measured from top of existing or planned curb to top of cornice, parapet, or midpoint of a peaked roof shall be as follows:

1. **Maximum**—two (2) floors and/or thirty-six feet (36') for permitted uses.

2. **Minimum**—eighteen feet (18')

3. **Exceptions**—subject to City review:

   a. **Sloping portions of roofs**—may exceed height limits provided they are gable or other two-slope roofs not exceeding 6:1 slope.

   b. **Special architectural features**—such as towers, monitors, and cupolas are recommended.

B. FRONT SETBACKS

1. **Minimum**—shall be zero feet (0') from back of walk per section III.C.1, below.

2. **Maximum**—shall be twenty feet (20'). Parking shall not be permitted between buildings and the street frontage.

C. SIDE AND REAR SETBACKS—minimum shall be eight feet (8').

D. SPECIAL CREEKSIDE SETBACK—No development, except that associated with creek improvements, will be allowed within one hundred feet (100') of the top of the bank of Stevens Creek. See Environmental Impact Report "Findings," Vegetation, in the Appendix.

E. BUILDING ORIENTATION

1. **Minimum Frontage**—for all buildings shall be one-third (1/3) the length of the parcel frontage.

2. **Relationship to Frontage**—a minimum of two-thirds (2/3) of the front building facade shall be parallel to the Evelyn Avenue right-of-way.

3. **The Main Entrance**—to all buildings shall be located on the front building facade or on a fronting building corner.

F. SIGNS—should be in proportion to the size of building they identify. The sum total of building-mounted signs (excluding window signs) used to identify an individual use shall not exceed one (1) square foot of area for each linear foot of the building frontage occupied by that use.

III. SITE DEVELOPMENT AND PARKING

A. ACCESS

1. **Direct Pedestrian Access**—in the form of a walkway shall be provided from the Evelyn Avenue sidewalk to the main building entrance (i.e., pedestrian access to building entrances shall not require walking across parking lot surfaces).

2. **Driveways/Curb Cuts**:

   a. **Maximum Number**—of curb cuts associated with a single building shall be one (1) two-way curb cut or two (2) one-way curb cuts.

   b. **Maximum Width**—of curb cuts shall be twelve feet (12') for a one-way driveway and eighteen feet (18') for a two-way driveway. Driveway entrances may be flared along Evelyn Avenue to accommodate its higher speeds. However, flares shall occur within the planting strip and not extend into sidewalk areas.

   c. **Driveway Setbacks**—shall be a minimum of five feet (5') from adjoining properties.

   d. **Service Access**—shall be from side or rear parking areas.

B. PARKING

1. **Minimum Requirements**—per the City of Mountain View Zoning Code.

2. **Location of Surface Lots**—shall be to the side and/or rear of buildings, not in front. Broad expanses of parking along the frontage are not consistent with the overall character desired for Evelyn Avenue and shall not be permitted; the distance between frontage buildings should not exceed one hundred fifty feet (150').

3. **The Perimeter of Parking Lots and Driveways**—adjacent to streets and sidewalks shall be screened with an attractive low wall or ornamental metal fence; the perimeter of parking areas adjacent to the rear property line/railroad right-of-way shall be screened with a low wall or fence. See "Site Improvements and Landscaping" guidelines for Walls, Fences, and Piers.

4. **Parking Areas/Lots shall be Planted**—with shade trees at a ratio of one (1) tree for every three (3) spaces in an "orchard" planting arrangement. See "Site Improvements and Landscaping" section for guidelines.

C. LANDSCAPING AND SCREENING

1. **Frontage Walk and Planting Strip**—A front sidewalk eight feet (8') wide and a curbside

planting strip ten feet (10') wide shall be provided along the Evelyn Avenue frontage. Shade trees shall be planted at a spacing of approximately fifty feet (50') on center within the planting strip. A low-growing groundcover planting shall be established within the planting strip. Ornamental streetlights shall be installed at approximately one hundred twenty five feet (125') on center. See "Prototype Illustrations" on the following pages.

2. **Trash and Service Equipment**—including satellite receiving dishes, shall be located away from streets and enclosed or screened by landscaping, fencing or architectural means.

3. **Screen Fences and Walls**—not adjacent to streets and sidewalks shall be a minimum of six feet (6') in height and a maximum of eight feet (8') in height. (See Design Guidelines for recommendations on type and materials.)

4. **Plant Materials**—See "Site Improvements and Landscaping" section on Page 39.

DESIGN GUIDELINES

A. BUILDING INCREMENT—Long facades should be divided into shorter segments or modules. Modules along the Evelyn Avenue frontage should be a maximum of fifty feet (50') long, and should be separated by changes in the building mass, such as projected entrance or window volume(s), notch, or other architectural feature.

B. SPECIAL ARCHITECTURAL FEATURES—such as gables, turrets, and towers should accent buildings at the main building entrance, adjacent to entrance drives, and/or at building corners.

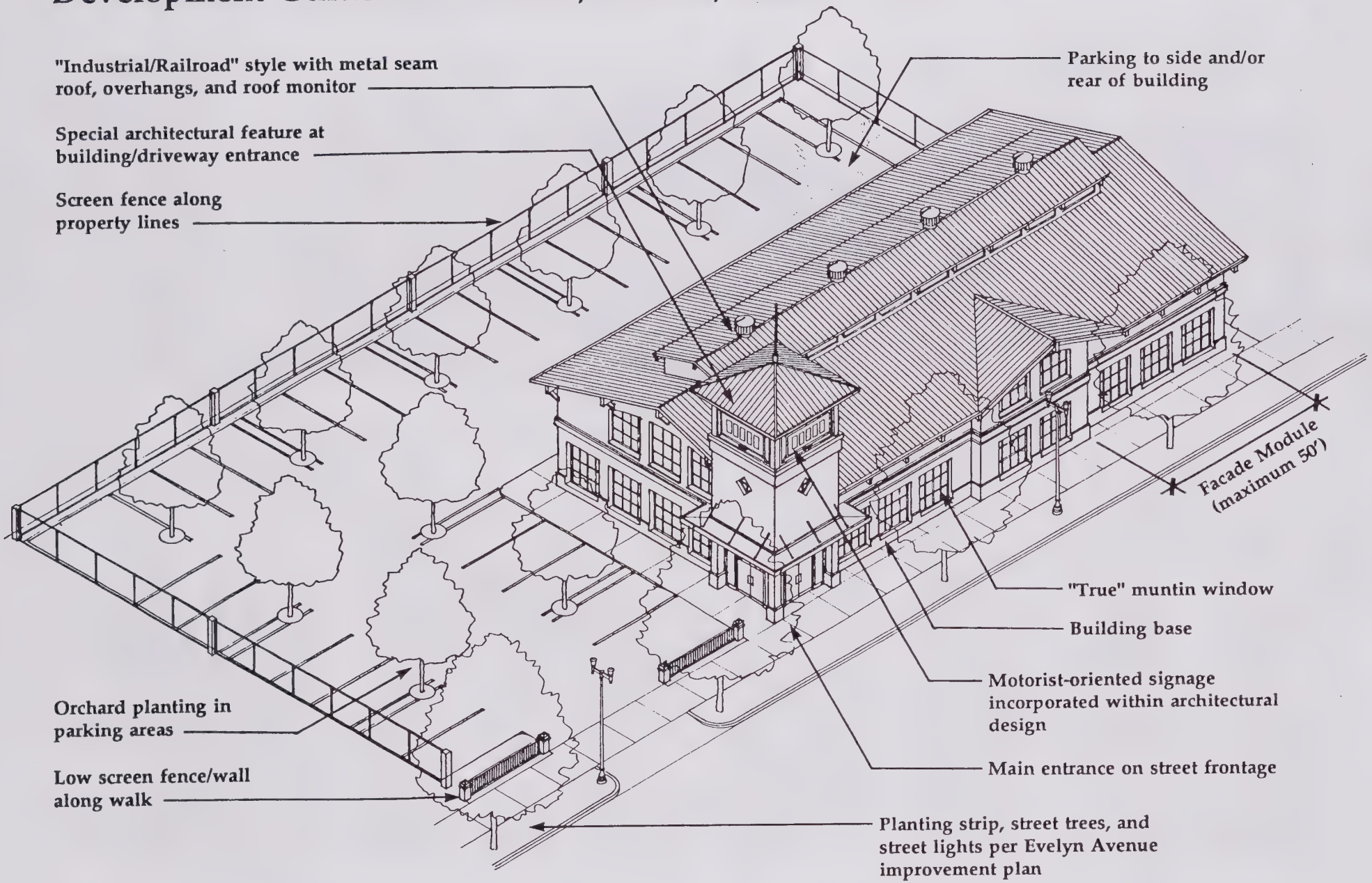
C. FACADE COMPOSITION—Every building should have a base; a clear pattern of openings and surface features; a prominent main entrance; and an attractive, visually interesting roofline.

1. **Building Base**—This may be as simple as a visual thickening of the wall where the building touches the ground, a different surface material and/or wall color, or a different design treatment for the ground floor for a two-story building facade.

2. **Pattern of Openings and Surface Features**—Windows, wall panels, pilasters, building bays, and storefronts should be based on a module derived from the building's structural bay spacing. Features based on this module should be carried across windowless wall areas to relieve blank, uninteresting surfaces.

3. **Building Entrances**—should be easy to identify and distinguished from the rest of the building.

Development Guidelines - Retail, Outlets, Health Clubs



PROTOTYPE ILLUSTRATION

SUPPORT COMMERCIAL AREA

4. **Rooflines**—should be simple, changing shape to reflect important building masses below and/or internal building functions.

D. WINDOWS—are an important element of facade composition and an indicator of overall building quality:

1. **Window/Wall Proportion**—In general, upper stories should have a window-to-wall area proportion that is smaller than that of the ground floor.

2. **Window Openings**—should generally be vertical or square in shape. Horizontally oriented openings generally make buildings appear squat and massive.

3. **Window Inset**—Glass should be inset a minimum of three inches (3") from the window frame or from the exterior wall surface to add relief to building surfaces; this is especially important for stucco buildings.

4. **Shaped Frames and Sills**—should be used to enhance openings and add relief to wall surfaces.

E. ROOFS—Shallow gable, hip, or other two-slope roofs are recommended for all buildings (see illustrative Prototypes); parapets in combination with and/or incorporating sloped roofs may be appropriate, subject to City review.

1. **Roof Slope**—should be between 3:1 and 6:1.

2. **Roofs Should Extend**—across a minimum of seventy-five percent (75%) of the building frontage.

3. **Roof Ridges**—should be aligned to be parallel and/or perpendicular to the street frontage.

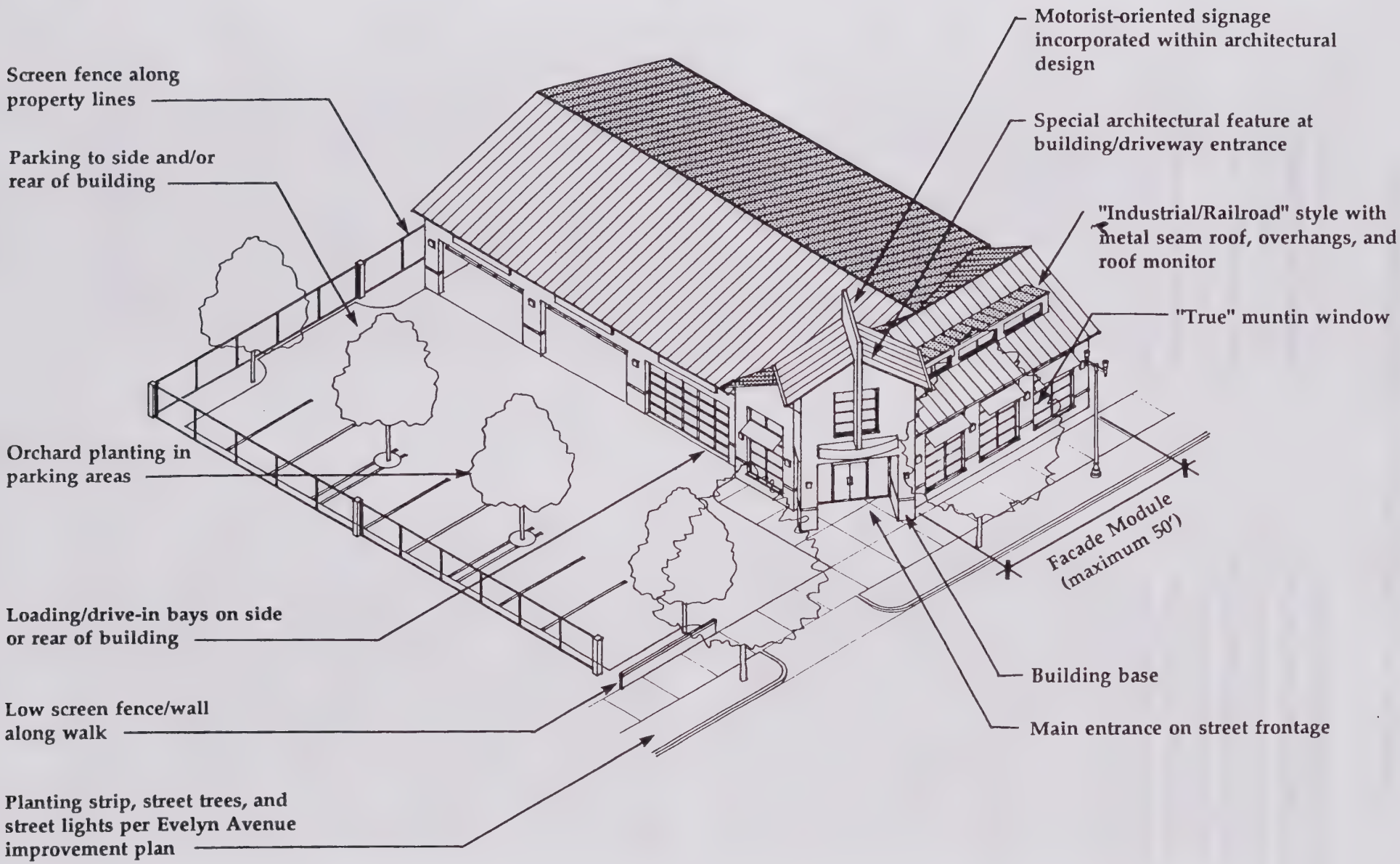
4. **Roof Overhangs**—are strongly recommended for design and solar reasons. Overhangs should be a minimum of three feet (3'), with additional articulation in the form of support struts, gutters and gutter fascia, and/or exposed beams/rafter ends.

5. **Materials**—Metal seam roofing is recommended as typical for the district. For aluminum, galvanized steel and other coated steel, recommended finishes are anodized, fluorocoated or painted. For copper and lead, recommended finishes are natural or oxidized. Clay, ceramic or concrete tile may also be appropriate if consistent with the desired building character. Tar and gravel, composition, or elastomeric roofs should be screened by roofed parapets. Asphalt shingle roofs are not recommended.

F. SIGNS

1. **Sign Location**—Signs should be mounted on parapets, towers, turrets, recessed wall areas, and

Development Guidelines - Auto Services, Retail



PROTOTYPE ILLUSTRATION

SUPPORT COMMERCIAL AREA

other architectural features specifically designed for them. Flush-mounted and painted wall signs should align with major architectural elements, such as doors and windows. Ornamental elements, such as moldings, pilasters, arches, clerestory windows, roof eaves, or cornice lines should be used as a frame.

2. **Relationship to Cornice or Eave Lines**—Signs should not span cornice or eave lines. However, signs designed as an extension of the architectural form of the building may be appropriate. For example, projecting signs, sign boards or neon signs may be designed to look like a marquee, parapet, or accent to a parapet or sloped roof.

3. **Architectural Style**—Sign shapes, type styles, and color combinations should complement building styles. In the Support Commercial Area, it is recommended that buildings have an attractive "industrial/railroad" character, with overhanging shed roofs, metal struts and awnings, etc. Signs should project a similar "working district" look, rather than the specialty "main street" look associated with the Downtown commercial district, overall design of the sign and/or building. Ornamental metal is strongly recommended.

4. **Structural Supports**—should be attractive. They should complement the overall design of the sign and/or the building. Ornamental metal is strongly recommended.

5. **Awning and Canopy Signs**—are recommended. Awning signs should appear and function primarily as awnings, however. Awnings should reflect the buildings module and should not extend for more than twenty-five (25) linear feet without a break. Signs on canopies should be integrated with the canopy fascia, or be in the form of freestanding letters mounted on top and extending above the fascia.

6. **Projecting Signs**—are recommended if designed as architectural features (see F.2., above) and/or located primarily for pedestrian visibility; minimum sidewalk clearance should be seven feet (7'). An encroachment permit will be required and is subject to Public Works Director's approval.

7. **Internally Illuminated "Canned" Signs**—should not be used. Canned signs look and often are mass-produced, making businesses look generic.

8. **Materials**—should be attractive and long-lasting. Recommended materials are:

    a. **Signboards**—of wood or metal, with painted, engraved

or routed letters, or mounted letters of wood or metal.

b. **Silhouette or figurative signs**—three-dimensional letters, symbols, and/or ornamental figures made of wood or metal.

c. **Custom neon**—exterior-mounted on a sign board or metal support frame or enclosure, or interior-mounted behind clerestory or display windows.

d. **Fabric awnings**—such as canvas or nylon, with painted or applied lettering; plastic awnings should not be used.

G. LIGHTING—should be used to enhance both signs and buildings. When possible, sign illumination should be coordinated with an overall building lighting scheme. Recommended lighting approaches are:

1. **Backlit**—with lighting inside and behind projecting lettering and/or awnings.

2. **Floodlit**—with single or multiple spotlights, provided light sources are shielded to protect motorists, pedestrians, and adjacent properties.

3. **Color and Lamp Type**—Light sources providing the most pleasing and accurate color rendering are metal halide, incandescent, and color-corrected fluorescent. Other lamp types, such as cool white fluorescent, mercury vapor, and high and low pressure sodium may distort sign colors and should be used according to advice from a lighting professional; these lamp types are not appropriate for area lighting.

H. SOLAR ACCESS—Solar exposure should be considered in the design of new buildings. Designs that keep buildings cool in summer and warm in winter are encouraged.

TRANSIT SERVICES AREA

Description. The Transit Services Area is bounded by Central Expressway on the north, Evelyn Avenue on the south and Castro Street on the west. It extends east four hundred feet (400') of the easterly right-of-way line of Bush Street. It includes properties owned by the City of Mountain View, CalTrain, and Southern Pacific Railroad. The majority of the Transit Services Area is currently dedicated to parking for the CalTrain station.

A preferred Concept Plan for improvements to this area has been developed by the City of Mountain View in consultation with CalTrain, the Joint Powers Board, and Santa Clara County Transit. The preferred plan, "Station Plaza," is illustrated in Chapter IV. In the first phase of development, new bus and light rail facilities and associated replacement parking would be constructed. In the second phase, parking facilities would be expanded. Development of the City-owned site at the corner of Castro Street and Evelyn Avenue would occur in the long term. A principal City goal is to concentrate facilities as close as possible to Castro Street, to make them a part of Downtown and to encourage transit riders to take advantage of the Station's proximity to Downtown's shops, restaurants, and services.

A "Transit Services Expansion Area" is identified on the *Transit Services Area* map on the following page. This area may be used for expansion of parking and/or other transit-related uses subject to City review. It is preferable, however, that such uses not extend into this area unless absolutely necessary (i.e., that feasible alternatives are not available), and that the area be developed with *Support Commercial* uses per the Plan's development standards and design guidelines.

Development standards and design guidelines for the *Transit Services Area* promote high quality design for the new facilities associated with the Downtown Station. The standards and guidelines also accommodate targeted commercial development. Overall, they ensure that the *Transit Services Area* will be an attractive gateway to and extension of the Downtown commercial district, and a "good neighbor" to nearby residential development.

DEVELOPMENT STANDARDS

I. LAND USE

A. PERMITTED USES

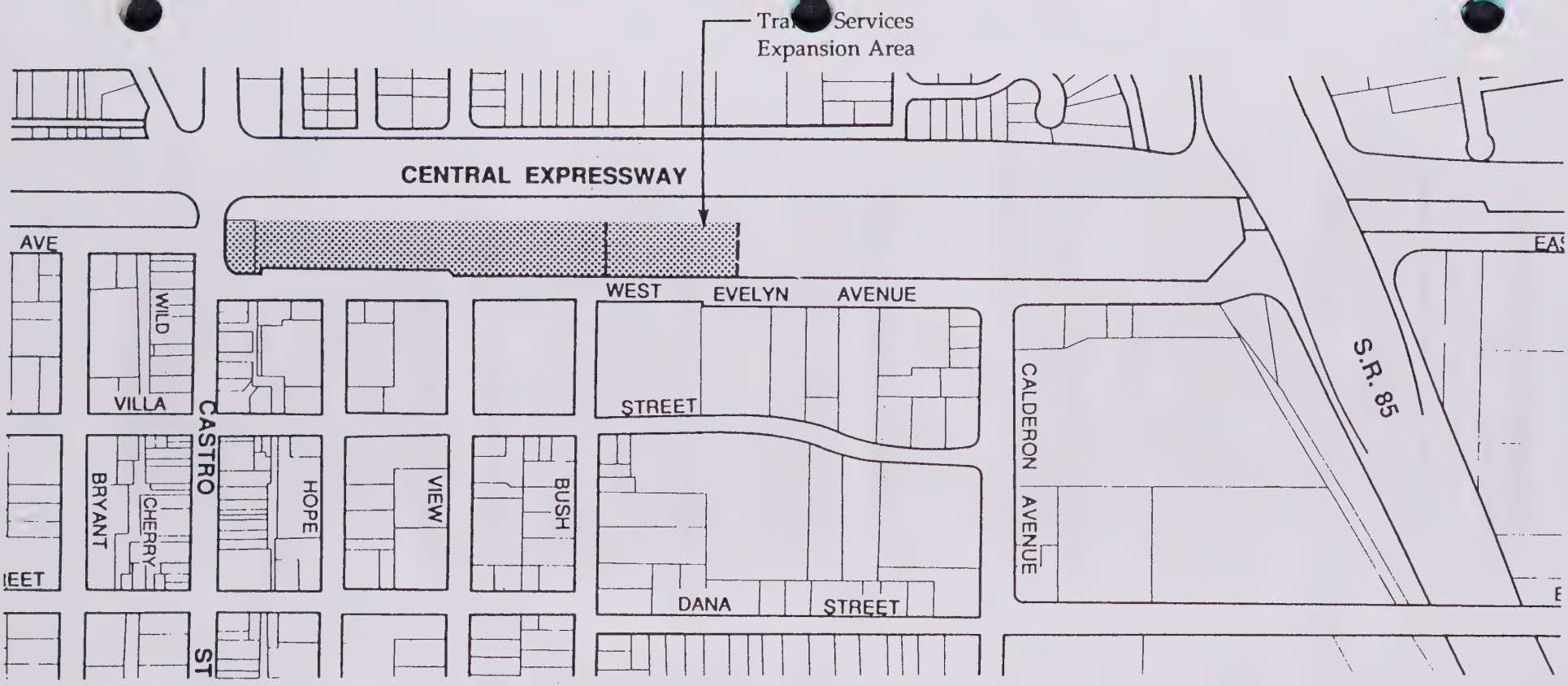
1. **Railroad Passenger Stations**.

2. **Bus Passenger Transfer Stations**.

3. **Stations for Other Transit Modes**—for local or regional service.

4. **Parking Lots, Garages, and Passenger Loading Areas**—to serve transit facilities listed above.

5. **Transit Support Services**—including ticket sales, limited maintenance equipment storage,



Permitted Uses:

- Transit Stations, Parking Lots, Garages and Passenger Loading Areas
- Transit Support Services Limited Retail and Office

Maximum Height:

- 3 Floors/36'

Minimum Setbacks:

- Front and Rear: 15'
- Side: per City Review

EVELYN AVENUE CORRIDOR

TRANSIT SERVICES AREA

and public and/or transit operator rest rooms.

6. **Retail Commercial and Office Uses**—limited to the Castro Street/Evelyn Avenue corner frontage in accordance with the Train Station and Transit Center Concept Plan contained in Chapter IV Development shall be limited to a maximum of thirty-six thousand (36,000) square feet of combined retail and office space.

B. PROVISIONAL USES—limited to the easterly "Expansion Area" portion of the Transit Services Area per the Precise Plan Map:

1. **Indoor Wholesale and Retail Sales and Services**—per standards and guidelines for the Support Commercial Area.

II. BUILDING HEIGHT, SETBACKS AND ORIENTATION

A. HEIGHT—as measured from midpoint of existing or planned or curb to top of cornice, parapet, or midpoint of a peaked roof shall be as follows:

1. **Maximum**—three (3) floors and/or thirty-six feet (36') for permitted uses.

2. **Minimum**—eighteen feet (18')

3. **Exceptions**—subject to City review:

a. **Sloping portions of roofs**—may exceed height limits provided they are gable, hip, or other two-slope roofs not exceeding 6:1 slope.

b. **Special architectural features**—such as towers, monitors, and cupolas are recommended.

B. FRONT SETBACKS—Minimum from Castro Street and Evelyn Avenue curblines shall be fifteen feet (15').

C. REAR SETBACKS—Minimum from the centerline of the southernmost railroad track shall be twenty feet (20') to accommodate outside boarding platforms planned for CalTrain.

D. SIDE SETBACKS—between properties, buildings, and the adjacent Support Commercial Area shall be determined subject to City review.

E. BUILDING ORIENTATION

1. **General Relationship to Frontages**—Building facades shall be parallel and perpendicular to the Evelyn Avenue and Castro Street rights-of-way.

2. **At the Castro Street/Evelyn Avenue Corner**—a south-facing corner plaza, terrace, or other

form of active pedestrian space shall be provided as part of new commercial development.

III. SITE DEVELOPMENT AND PARKING

A. VEHICULAR ACCESS—to parking areas and to the bus transfer crescent shall be configured to minimize the disruption of traffic movements on Evelyn Avenue and adjacent streets. To the extent feasible, parking lot entrances and pedestrian crosswalks shall be coordinated with street intersections.

B. PARKING

1. **Minimum Requirements**:

   a. **Retail and Office at the Castro Street\Evelyn Avenue Corner**—Consistent with the provisions of the Downtown Precise Plan, and the site's proximity to and use by transit, parking requirements shall be waived for the entire ground level. For the portion of the site in the Downtown Parking Assessment District, a contribution to the City's in-lieu Downtown parking fund shall be required for additional floor area (i.e., upper levels). Parking for the remainder of the site shall be provided either by annexation to the assessment district or by providing parking on-site consistent with Section 36.27 of the Zoning Ordinance.

   b. **Other Uses**—per the City of Mountain View Zoning Ordinance.

2. **Direct Pedestrian Access**—shall be provided in the form of a designated walkway(s) across parking lots to transit passenger loading platforms.

3. **The Perimeter of Parking Lots and Driveways**—adjacent to streets and sidewalks shall be screened with an attractive low wall or ornamental metal fence. See "Site Improvements and Landscaping" for wall, fence and pier guidelines.

4. **Parking Lot Entrances**—Attractively designed masonry and/or ornamental metal gateways shall be located to flank lot entrances. Gateways shall complement the perimeter screen materials required above, and may incorporate signage and/or lighting.

5. **Parking Lots Shall Be Planted**—with shade trees at a ratio of one (1) tree for every five (5) parking spaces; trees shall be evenly placed throughout the parking lot.

6. **Handicapped Accessibility Standards**—Refer to *California State Accessibility Standards—Interpretive Manual*, latest edition, and the requirements of the *Americans with Disabilities Act*.

C. LANDSCAPING AND SCREENING

1. **Frontage Walk and Street Trees**—A front sidewalk a minimum of ten feet (10') in width (with a width of fifteen feet (15') preferred), curbside street trees at approximately thirty feet (30') on center, and pedestrian-scale streetlights at approximately sixty feet (60') on center shall be provided along the Evelyn Avenue frontage.

2. **Service Equipment**—including satellite receiving dishes, dumpsters, mechanical ventilation units, and dumpsters shall be located away from streets and enclosed or screened by landscaping, fencing or architectural means.

3. **Plant Materials**—See "Site Improvements and Landscaping" section.

DESIGN GUIDELINES

A. PROVISIONAL USES—Design Guidelines for the Provisional Uses established above are contained in this Precise Plan and shall apply.

B. CASTRO STREET/EVELYN AVENUE CORNER—Development Requirements and Design Guidelines contained in the Downtown Precise Plan for "Area 1/Historic Retail District" shall apply, with the exception of guidelines for "Roof Treatment." The "Roof" design guidelines for Support Commercial Area buildings in this Precise Plan shall apply. These reflect the special character desired for the Train Station and Transit Center and for Support Commercial development east along the Evelyn Corridor. The following guidelines shall also apply:

1. **Active Frontages**—To the extent feasible, all sides of the building should contain activity-generating first floor uses, such as vendors, restaurants, related food services, and/or prominent entrances to such uses.

2. **Special Architectural Feature(s)**—The building should provide one or more landmark architectural features, such as a tower, turret, gable, roof monitor, or cupola, that enhances its role as a gateway to Downtown and anchor for the Train Station and Transit Center. This feature(s) should complement, yet be subordinate in size and/or height to, the clock tower recommended for the center of the bus transfer crescent; see Train Station concept illustrations in Chapter IV.

3. **General Building Character**—The building should combine the formal civic characteristics of a railroad station with the informal "industrial" character envisioned for the Support Commercial Area. Roofs should overhang main building masses, with exposed supports, rafters, braces, etc. The first floor should have graciously scaled

pedestrian-oriented entrances and window openings and an open quality overall.

C. STRUCTURED PARKING—A structure is recommended to accommodate additional CalTrain parking, consistent with policy recommendations for development of the Downtown Train Station and Transit Center in Chapter IV. The guidelines listed below shall also apply. The City-owned structure on Bryant Street is a facility that is attractive, supports adjacent property values, and is a model for the guidelines.

1. **Automobile and Pedestrian Entrances**—should be designed as discrete, highly visible architectural elements, with accenting roof forms, shaped openings, and/or special surface treatments that help to make the structure appear more like a building than a garage.

2. **Openings**—The large-span openings typical of parking structures should be subdivided and designed as windows, rather than leftover space.

3. **Stair and Elevator Cores**—should project or recess to help break up large, massive surfaces.

4. **Facades**—should have the surface design elements common to Downtown's buildings (i.e., base, cornice(s), roofline, articulated columns). The facade facing the bus transfer crescent and the Castro Street/Evelyn Avenue corner building will be highly visible to transit users and should receive special design attention.

5. **Roofline**—An edge treatment, such as a shaped parapet and/or ornamental railing, should be provided. The top of stair and elevator cores should have peaked roofs to enhance their visibility and the form of the structure overall.

6. **Rooftop Screening**—If the top parking level is three stories or less above grade, ornamental trellises should be provided within the parking area to screen parked cars from adjacent office and residential buildings.

D. PEDESTRIAN AMENITIES—Paving, lighting, and bus shelters used along Castro Street should be extended throughout the more intensively developed westerly portion of the Transit Services Area, including the frontages of Castro Street, Evelyn Avenue, the bus transfer crescent, and the corner plaza required for the Castro Street/Evelyn Avenue corner development. The type and extent of design materials are described in more detail in Chapter IV.

SITE IMPROVEMENTS AND LANDSCAPING

The following Design Guidelines for Site Improvements and Landscaping apply to all Evelyn Avenue Corridor Plan Areas unless otherwise indicated.

A. PAVING MATERIALS—recommended for pedestrian surfaces are listed below. In general, a maximum of two materials should be combined in a single application:

1. **Stone**—such as slate or granite.

2. **Brick Pavers**.

3. **Concrete Unit Pavers**.

4. **Poured-in-Place Concrete**—with any of the following treatments: integral pigment color; special aggregate; special scoring pattern; ornamental insets, such as tile; pattern stamped. All concrete walks should be tinted to reduce glare.

5. **Special Condition: Train Station and Transit Center**—Paving should be the same as it is along Castro Street, so that the Station functions as an extension of Downtown.

B. WALLS, FENCES, AND PIERS—should be used to define public and private boundaries and/or spaces and screen parking areas.

1. **Design**—Walls, fences, and piers should be designed to reflect the architectural style and materials of the principal building(s).

a. **Along streets and walks**—walls and fences should be low and open to maintain an open character and retain visibility. Walls and fences should be setback from the back of sidewalk a sufficient distance to provide for landscaping and for safe sight distance for vehicles entering and exiting driveways. Maximum height for wall and fence panels should be forty-two inches (42"). Maximum height for columns and piers should be fifty-four inches (54"), excluding luminaires, signs, and other appurtenances.

b. **Fence and wall panels**—should be divided into regular modules that relate to the architectural module of the principal building(s).

c. **A combination of thick and thin structural elements**—should be used, with thicker elements for supports and/or panel divisions. Fence posts and/or support columns may be built up with additional trim, cornices, and/or moldings for this purpose.

d. **Walls and piers**—should have a base and coping. See Wall and Fence Composition diagram.

e. **Piers**—A row of freestanding piers can be effective as an open screen between parking areas and streets or walks. A continuous chain or an open metal fence attached between piers can be an attractive device for creating a stronger separation.

(i) **Spacing**: no more than ten feet (10') on center.

(ii) **Thickness**: at least eighteen inches (18") per side or diameter.

(iii) **Height**: at least twenty-four inches (24") and no taller than fifty-four inches (54").

2. **Materials**—should be the same as or compatible with those of the principal building(s). Support post or pier materials may differ from fence materials (e.g., metal fence panels combined with masonry piers).

a. **Fences**—Recommended materials are wrought iron, cast iron, and welded steel for commercial applications. Metal fences may be mounted on a low masonry wall, and/or spanning masonry piers. Wood fences are appropriate in residential Plan Areas only. They should be substantial in design and painted a light color.

b. **Walls and piers**—recommended materials are precast concrete and/or stucco-faced concrete or concrete block, brick, or stone.

c. **Not recommended**:

(i) **Chain link fences**—If used, chain link should be coated with vinyl, preferably of a dark color, and used in combination with heavy masonry piers or ornamental metal posts. Barbed wire is not permitted.

(ii) **Unfinished or unsurfaced concrete block walls**—are strongly discouraged. Block walls should be coated with cement stucco or similar surface. Split-face block walls may be appropriate along side or rear property lines in the Support Commercial Area only.

(iii) Rustic wood fences.

C. PLANT MATERIALS AND LANDSCAPE TREATMENTS

1. **Plant Materials Along Streets**—should create an attractive and harmonious character, in keeping with the Downtown location.

a. **Street trees**—should be planted between sidewalks and roadways to create a

buffer between pedestrians and automobiles. Consistency in tree species, tree size, and spacing should be used to reinforce a strong street identity and character. Trees should be selected from the City's Official Street Tree List. Street trees and streetlights should alternate to reduce screening of luminaires when tree canopies reach maturity.

b. **Trees with open branching structures**—should be used. Deciduous trees are recommended.

c. **Planting/landscaped areas**—should have a simple palette of plant species.

d. **Complex planting schemes**—should not be used in front yards.

e. **Plant materials that exhibit annual or seasonal color**—are recommended to highlight special locations, such as main building entrances and entrance walks.

2. **Plant Materials in Other Locations**—should be selected and placed to reflect both ornamental and functional characteristics.

   a. **Deciduous trees**—should be the predominant large plant material used. They should be located adjacent to buildings and within parking areas to provide shade in summer and allow sun in winter. Species should be selected to provide fall color, and to minimize litter and other maintenance problems.

   b. **Evergreen shrubs and trees**—should be used as a screening device along rear property lines (not directly adjacent to residences), around mechanical appurtenances, and to obscure grillwork and fencing associated with subsurface parking garages.

   c. **Flowering shrubs and trees**—should be used where they can be most appreciated, adjacent to walks and recreational areas, or as a frame for building entrances, stairs, and walks.

   d. **Flowers with annual or seasonal color**—are recommended to highlight special locations, such as courtyards, building entrances, or access drives.

   e. **The use of drought tolerant plants** and the installation of automated, efficient irrigation systems are encouraged.

3. **Special Standard: Heritage Trees**—Heritage Trees shall be preserved if feasible per City policy. If Heritage Trees need to be removed, they shall be replaced with 24" box trees (or acceptable substitutes) at a ratio

of three (3) new trees for each Heritage Tree removed.

4. **Fountains**—are recommended in residential hardscape open spaces to provide relief in hot weather. The design and materials should be related to the principal building(s) and/or other on-site furnishings.

5. **Surface Parking Lots**—utilize a significant amount of site area and should be designed as an integral feature of the overall site development plan.

    a. **Space-defining elements**—such as trellises, columns, walls, arbors, and hedges should be provided to enhance the appearance of lots. These elements should be consistent in design and materials with the principal building(s) and other site features.

    b. **"Orchard Parking"**—should be employed in all surface lots. The "orchard" tree placement provides better shade on the passenger compartment and more even shade and vegetation throughout the parking area. As illustrated by the diagram following Page 21, trees shall be planted toward the rear of parking stalls to create a grid rather than rows.

D. SURFACE GRADING—should be minimized to maintain a formal and traditional character of development throughout the Evelyn Avenue Corridor Plan Area. The following guidelines are strongly recommended:

1. **Sheet Drainage**—from buildings to parking areas and perimeter roadways.

2. **No Cross Slopes in Excess of Two Percent (2%)**—for landscaped or walk areas. Optimum slope for paved areas is one and one-half percent (1.5%), depending on roughness of paving surface.

3. **Mounding Earth**—to elevate buildings, or "berming" earth against the side of buildings, is not recommended.

Chapter IV

CAPITAL IMPROVEMENTS

CAPITAL IMPROVEMENTS

CIRCULATION PLAN AND TRAFFIC IMPROVEMENTS

Overview

A set of circulation improvements has been identified to accommodate various transportation needs affecting the Evelyn Avenue Corridor Precise Plan Area. These improvements include:

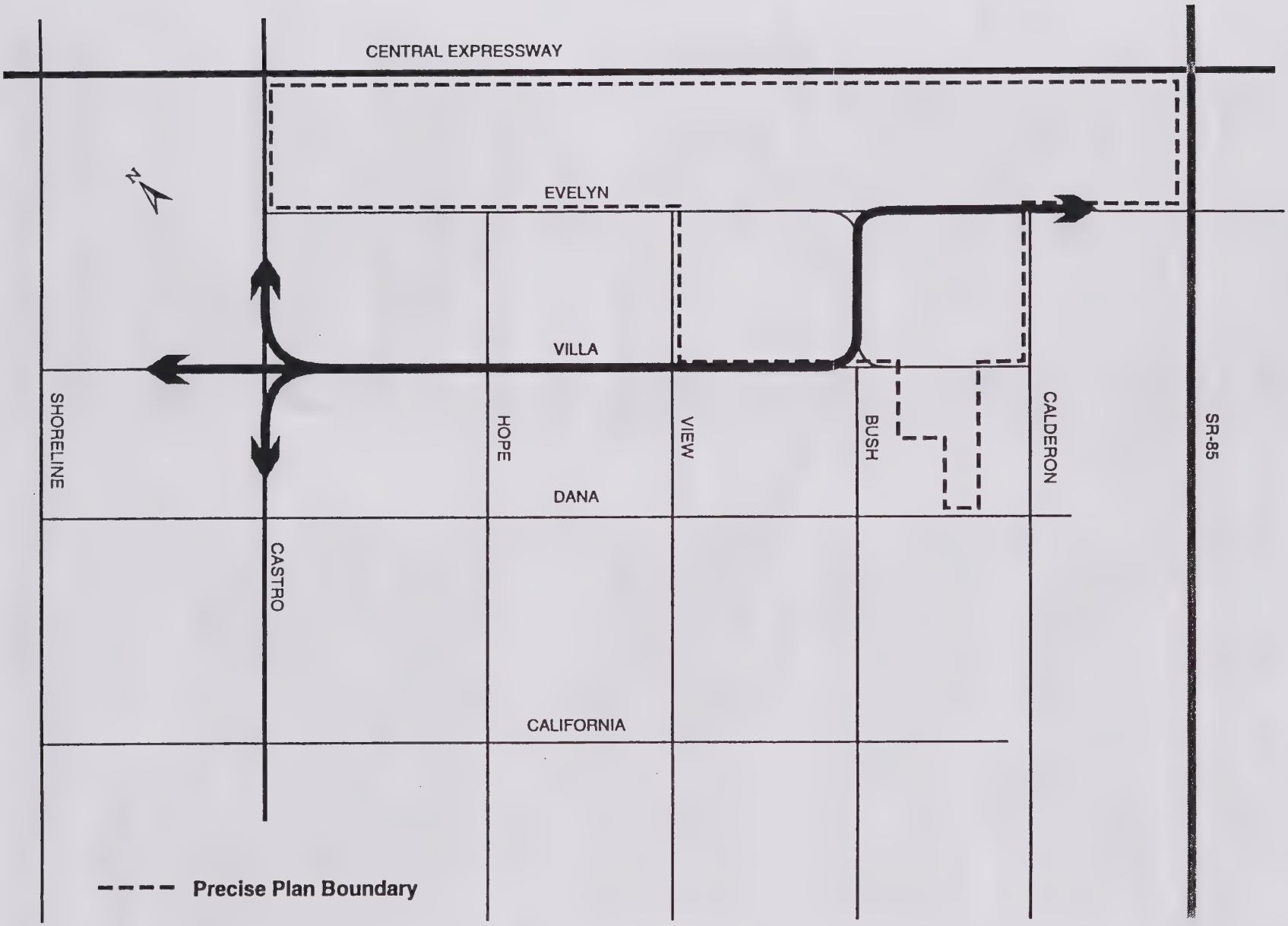
- Provision of additional through lanes on Evelyn Avenue by widening.
- Provision of a redesigned Bush Street between Evelyn Avenue and Villa Street to facilitate through traffic movement (referred to as an "S"-Curve).
- Signalization at intersections with higher levels of traffic; and
- Roadway striping to provide turning pockets at key locations.

Context

Circulation Patterns

Various circulation patterns affect traffic in the vicinity of the Evelyn Avenue Corridor Precise Plan Area. These include traffic going to and from land uses within the Precise Plan Area, as well as various through traffic movements (refer to Evelyn Avenue Corridor Phase I Report for additional information). The proposed Circulation Plan has been designed to accommodate the following transportation needs:

- Auto and truck access to residential and commercial land uses within the Precise Plan Area;
- Access to the Downtown Train Station and Transit Center site using the plan developed by the City of Mountain View, Santa Clara County and the Peninsula Corridor Joint Powers Board (CalTrain) (see next section), including:
  - — Feeder Bus service
  - — Auto Parking
  - — "Kiss and Ride"
  - — Walk trips;
- Circulation within the Precise Plan Area including drop-off, parking and loading movements as well as pedestrian needs;
- Bicycle travel along Evelyn Avenue between Hope Street and points east of the Precise Plan boundary;
- East-west through trips between SR-237, SR-85 and East Evelyn Avenue and destinations along Castro Street or west of Castro Street;
- Downtown access from areas served via Evelyn Avenue.



EVELYN AVENUE CORRIDOR PRECISE PLAN

THROUGH TRAFFIC FLOW

Existing Roadway Configuration

Key components of the existing roadway configuration within the Precise Plan vicinity include:

- Traditional grid system with small blocks and narrow roadways with north-south roadways leading into residential neighborhood south of Precise Plan Area;

- Connections to the regional system via Castro Street and Villa Street to the north, west and south, and via Evelyn Avenue, Calderon Avenue and East Dana Street to the east and south;

- Discontinuity of Evelyn Avenue at Castro Street resulting in only right-turn-in/right-turn-out access to Evelyn Avenue from Castro Street and need for traffic to shift to Villa Street to continue west.

Travel Demand

The proposed Circulation Plan has been developed to accommodate projected cumulative traffic volumes as defined by the Build-Out Scenario for the Mountain View General Plan. The City of Mountain View's General Plan traffic model, with localized adjustments to account for traffic from the Downtown Train Station and Transit Center, was used to generate cumulative traffic volumes in the area.

Circulation Plan

A major element of the proposed Circulation Plan is a new connector road between Evelyn Avenue and Villa Street along Bush Street. This connector is described as an "S-Curve" because its ultimate configuration is similar in shape to the letter "S." The Bush Street connector will be located along the current Bush Street alignment between Evelyn Avenue and Villa Street. The S-Curve connector plan includes a diverter or island on Villa Street at Bush Street. Key indicator intersections are to be monitored for at least four years after implementation of the S-Curve (see "Implementation" below) to assess whether there is traffic intrusion into the Old Mountain View Neighborhood. If there are significant increases in traffic, it may be necessary to reconfigure the Villa Street/View Street intersection to prohibit certain turning movements. The circulation plan also includes specific capacity enhancements to carry east-west through trips and serve the proposed Transit Center.

Provisions

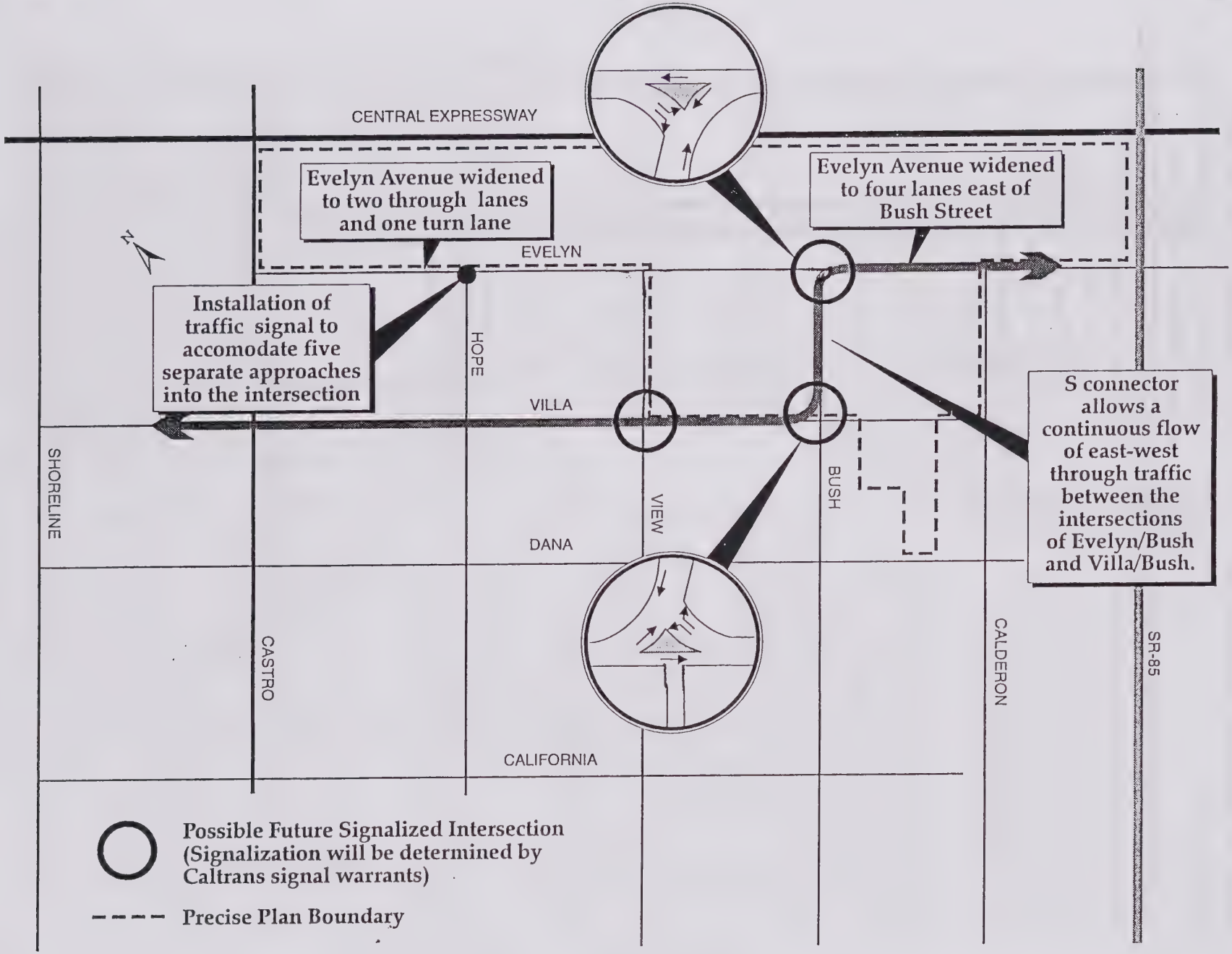
Key provisions of the plan are:

- Progressive widening of Evelyn Avenue from Castro Street to the eastern boundary of the Precise Plan Area

  — Two through lanes and a turning lane from Castro Street to Bush Street;

  — Four through lanes east of Bush Street;

- Continuous flow of through traffic between Evelyn Avenue/Bush Street and Villa Street/Bush Street through



EVELYN AVENUE CORRIDOR PRECISE PLAN

CIRCULATION PLAN ILLUSTRATION

the S-Curve connector roadway that favors the crosstown movement at these locations.

- Provision of left-turn lanes along Evelyn Avenue and signalization of the Evelyn Avenue/Hope Street intersection (including separate bus and auto exits into the intersection from the Train Station) to allow access to the train station.

- Provision of a continuous bicycle lane along Evelyn Avenue between the Hope Street/Transit Center intersection and points east of the Precise Plan boundary (including the future Stevens Creek Trail), and a bicycle route on Hope Street to Villa Street, connecting the Evelyn Avenue bicycle lane to Castro Street at the Castro Street/Villa Street intersection. This will provide access between Downtown and East Evelyn Avenue and the planned Stevens Creek Trail for bicycles;

- Provision of sidewalks along all block faces and crosswalks at appropriate locations for complete pedestrian access;

- Provision of on-street parking where feasible within existing street cross-sections or within widened portions of Evelyn Avenue;

- Signalization of the Evelyn Avenue/Calderon Avenue intersection;

- Future signalization, if warranted by traffic volumes, of the following intersections to accommodate minor street left-turn movements:

  — Evelyn Avenue/SR-85 northbound Off-Ramp
  — Villa Street/View Street;
  — Evelyn Avenue/Bush Street;
  — Villa Street/Bush Street;

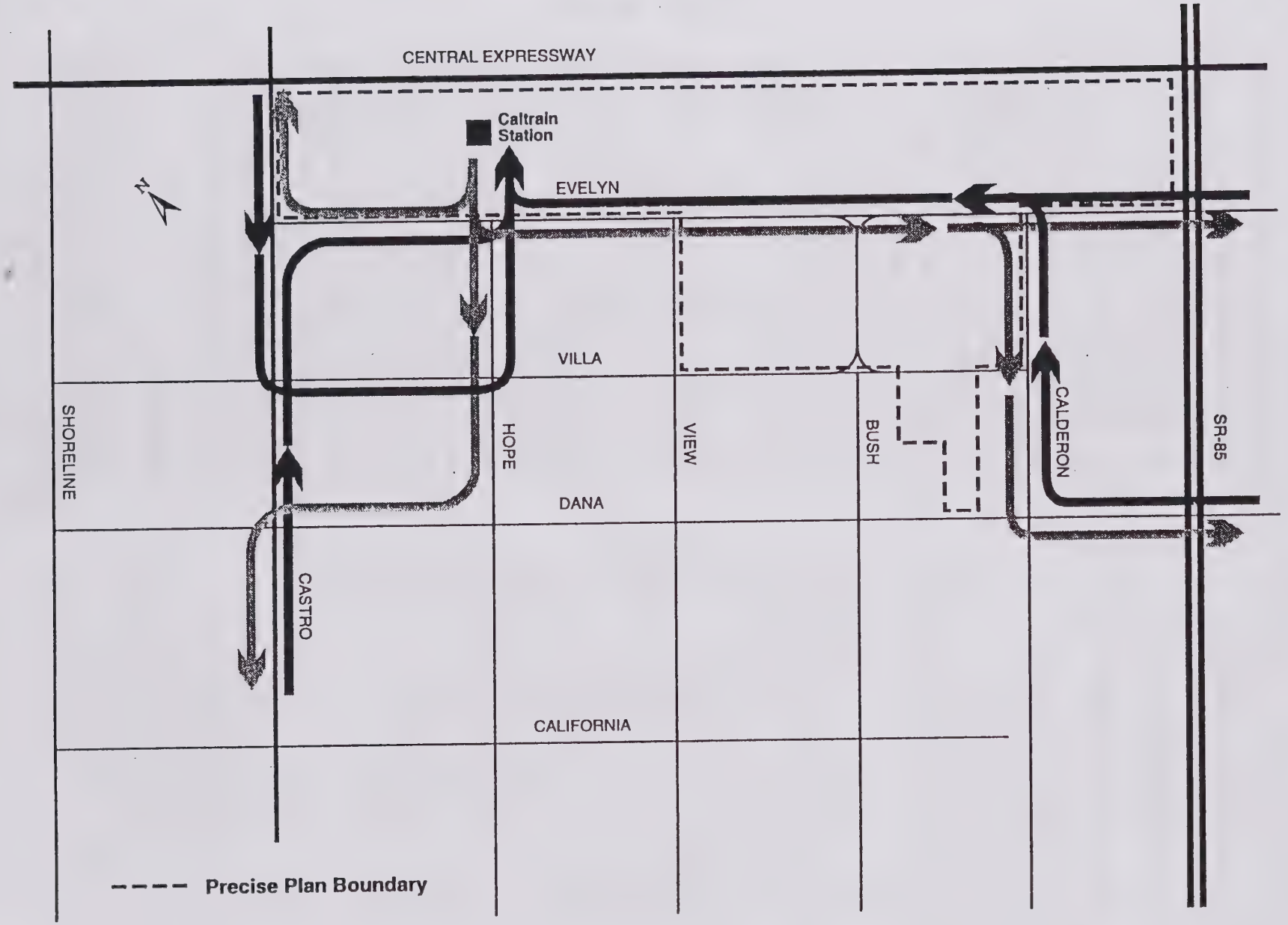
The following two figures indicate in concept how various traffic movements would be accommodated within the Precise Plan Area and the immediate vicinity:

- **Through-Traffic Flow**—this figure shows east-west through-traffic movements;

- **Bus Access To CalTrain Station**—this figure shows bus access to the Train Station/Transit Center.

Traffic Operations

Capacity calculations were prepared for all key intersections in the Precise Plan Area as part of the Evelyn Avenue Corridor Environmental Impact Report. With the proposed redevelopment of the Precise Plan area, the intersection of Evelyn Avenue/Calderon Avenue would drop to a Level of Service (LOS) E (PM Peak Hour) without signalization, which is not acceptable. With signalization, it would operate at LOS A/B, which is a smoothly operating intersection. Signalization of this intersection is recommended to alleviate the added delay caused by the project. LOS D is the threshold set by the City of Mountain View General Plan



EVELYN AVENUE CORRIDOR PRECISE PLAN

BUS ACCESS TO CALTRAIN STATION

as acceptable. With cumulative traffic volumes as defined by the build-out scenario for the General Plan, the following intersections would drop below LOS D in the AM and/or PM peak hours without signalization:

- Evelyn Avenue/SR-85 northbound Off-Ramp;
- Evelyn Avenue/Bush Street; Villa Street/Bush Street
- Villa Street/View Street; (refer to Evelyn Avenue Corridor Environmental Impact Report for additional information).

Signalization of these intersections is recommended if the level of traffic growth forecast for General Plan build-out is attained and the appropriate Caltrans signal warrants are met. Coordination of the signals is also recommended to facilitate the through volumes for which the S-Curve improvement is designed. If the signalization system was coordinated (i.e., timed), all of these intersections may not need to be signalized. Signals at some of the intersections create gaps in through traffic which allow the minor street left turns at the unsignalized intersections to access the traffic stream on the major street.

Implementation

The nature of the Plan will allow for implementation in two stages. The improvements are linked to the anticipated staging of development and to traffic growth along Evelyn Avenue, which is below the 15,000 ADT threshold.

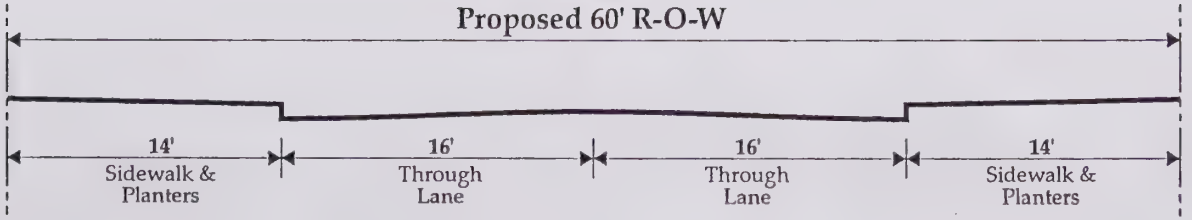
Stage One

The major component of Stage One will be construction of the S-Curve connector on Bush Street. The Villa Street/Bush Street intersection will be reconstructed to its ultimate configuration (see Figure 4). This design will give preference to vehicles travelling from eastbound Villa Street to northbound Bush Street, and vehicles travelling from southbound Bush Street to westbound Villa Street. The ultimate width of the S-Curve connector is shown in the Typical Cross-Sections figure. The intersection detail in Circulation Plan Illustration figure shows that the proposed design will also act as diverter for the south leg of Bush Street.

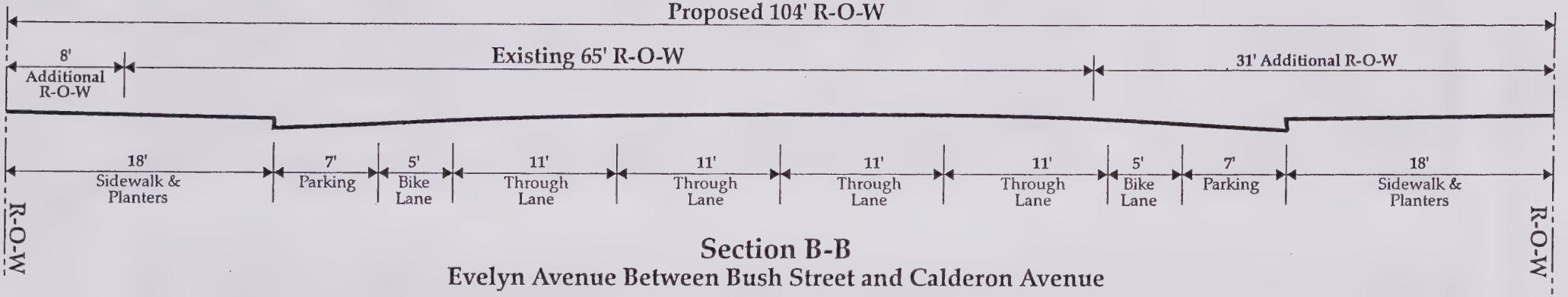
Stage One will also include temporary improvements to the Evelyn Avenue/Bush Street intersection in order to accommodate "Existing" plus "Approved Projects" plus "Precise Plan" project traffic. The interim improvements to Evelyn Avenue/Bush Street will include a westbound left-turn lane which will require the elimination of parking along Evelyn Avenue for two hundred feet (200') to the east of the Bush Street intersection, and a short northbound right turn lane which will require the elimination of parking along the east side of Bush Street for one hundred feet (100') south of the Evelyn Avenue/Bush Street intersection.

Stage Two

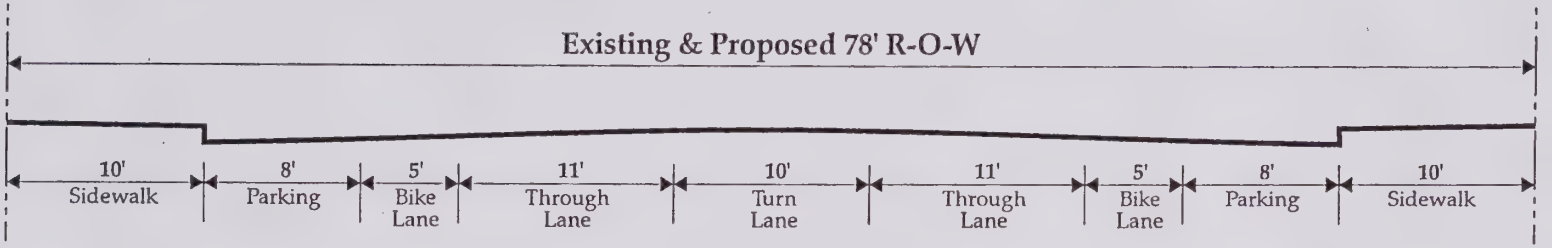
The second stage of implementation will include ultimate improvements to the Evelyn Avenue/Bush Street



Section A-A
Bush Street Between Villa Street and Evelyn Avenue (Curve)



Section B-B
Evelyn Avenue Between Bush Street and Calderon Avenue



Section C-C
Evelyn Avenue Between Hope Street and Bush Street

EVELYN AVENUE CORRIDOR

TYPICAL CROSS SECTIONS

intersection, and the widening of Evelyn Avenue. The Evelyn Avenue/Bush Street intersection will be reconstructed similar to the Villa Street/Bush Street intersection (see the Circulation Plan Illustration for the ultimate configuration of the Evelyn Avenue/Bush Street intersection). The ultimate width of the S-Curve connector is shown in the Typical Cross-Sections figure.

If the Precise Plan project reaches build-out in the near term, and forecast growth in the surrounding area does not increase in the near term, the improvements of Stage Two will not be immediately required. However, if the Precise Plan project does not build out in the near term, but is delayed and coincides with forecast growth in the surrounding area, Stage Two improvements will need to be implemented in conjunction with the development of the Project land uses.

The Precise Plan calls for Evelyn Avenue to have a broad boulevard appearance with wide sidewalks and generous landscape strips. The boulevard would extend from Calderon Avenue to Bush Street where traffic is directed into the S-Curve. Within this street section, the goal is to have bike lanes and parallel parking on both sides of Evelyn Avenue, as well as four travel lanes. The width of the right-of-way needed to accommodate all of these elements is one hundred four (104'). Between Calderon Avenue and Bush Street, the existing right-of-way is about sixty-five feet (65') wide. To implement the plan, about eight feet (8') of additional right-of-way will be needed on the south and thirty-one feet (31') needed on the north side of Evelyn. The acquisition of the required right-of-way will be keyed to development of adjoining parcels. Consideration will be given to obtaining easements in lieu of land acquisition to achieve the desired boulevard effect. In addition, the need for parking on both sides of the street will be evaluated at the time of implementation.

Between Bush and View Streets, the streetscape will be somewhat different because a parking structure is proposed for the north side of the street. Rather than a landscape strip between the curb and the sidewalk on the north side, street trees would be planted in a wide sidewalk ten to fifteen feet (10'-15' feet) in front of the garage. In this section, the existing right-of-way is only fifty feet (50') wide. About five to ten feet (5-10') of right-of-way will be needed on the south side of the street. The amount of land needed on the north side will vary depending on whether there is on-street parking in this section. Without on-street parking, about eighteen feet (18') of right-of-way will be needed on the north side.

Between Hope and View Streets, Evelyn Avenue will have two through lanes, a turn lane, bike lanes and if feasible, parallel parking on both sides of the street. The existing right-of-way in this section is seventy-three feet (73'). About five feet (5') of new right-of-way will be needed in this section. However, the paved width will need to be increased by approximately twenty-three feet (23') at the narrowest point. The paved width may be less depending on

whether there is on-street parking in this section.

Representative cross sections of the proposed Evelyn Avenue design are shown on the Typical Cross Sections figure. The location of the cross sections is shown on the Circulation Plan Illustration figures.

Transit Center

A final improvement will be the redesign of the Evelyn Avenue/Hope Street intersection. Improvements to this intersection will be in conjunction with the upgrade of the Transit Center, including bus and auto access. The intersection will be signalized, and left-turn lanes will be added in the eastbound, westbound, and northbound directions. The intersection will also be widened east/west in order to accommodate the two concentric drop-off loops for the CalTrain station.

THE DOWNTOWN TRAIN STATION AND TRANSIT CENTER

Over the next 5 to 10 years, the CalTrain station area will be improved to include a new platform and pedestrian access for the Tasman Corridor Light Rail line extension, improvements to the existing CalTrain platform, an upgraded bus transfer and layover facility, and expanded parking facilities.

Alternative development concepts for the CalTrain station and parking area were evaluated by representatives of the City of Mountain View, Santa Clara County Transportation Agency (SCCTA), State Department of Transportation (Caltrans and CalTrain), and the Peninsula Corridor Joint Powers Board (JPB). The concepts illustrated different ways to combine expanded bus access and layover facilities, drop-off areas, light rail and CalTrain platform access and existing and future parking requirements. The preferred Concept Plan is illustrated on the following pages. Policy recommendations for the principal elements of the Plan are described below. Station-related traffic improvements are described in the previous section.

Transit Facilities

The platform and track for the SCCTA Tasman Corridor Light Rail Line will be located between Central Expressway and the existing CalTrain track. The platform should be located to the east of Castro Street, with a sidewalk connection to Castro Street. The CalTrain track will remain in its present location. However, the CalTrain platform will be reconfigured for "outside" boarding, with platforms on either side of the tracks rather than in between them.

Two concentric bus and shuttle/"kiss-and-ride" access lanes are recommended to create a semicircular "crescent" centered on Hope Street. Six bus bays should be provided; five would be located along the outside lane of the crescent, with a sixth located off Evelyn Avenue.

Buses would move clockwise around the crescent, with passenger pickup and

drop-off along a platform on the inside of the curve. Shuttle bus and "kiss-and-ride" access would be located along the inside lane of the crescent.

Shuttles and cars would move counterclockwise, sharing the bus platform for passenger pickup and drop-off. Light rail- and CalTrain-oriented pedestrians cross the bus lane to the rail platforms at one of two radial crosswalks.

Parking

To accommodate the bus transfer facility and redevelopment at the Castro Street/Evelyn Avenue corner (see next section), CalTrain station parking should be shifted eastward approximately three hundred sixty feet (360') from its present location. In Phase I of the improvements, the existing 246 improved surface parking spaces would be replaced and increased to approximately 300 spaces, with a new access drive added at the Bush Street intersection.

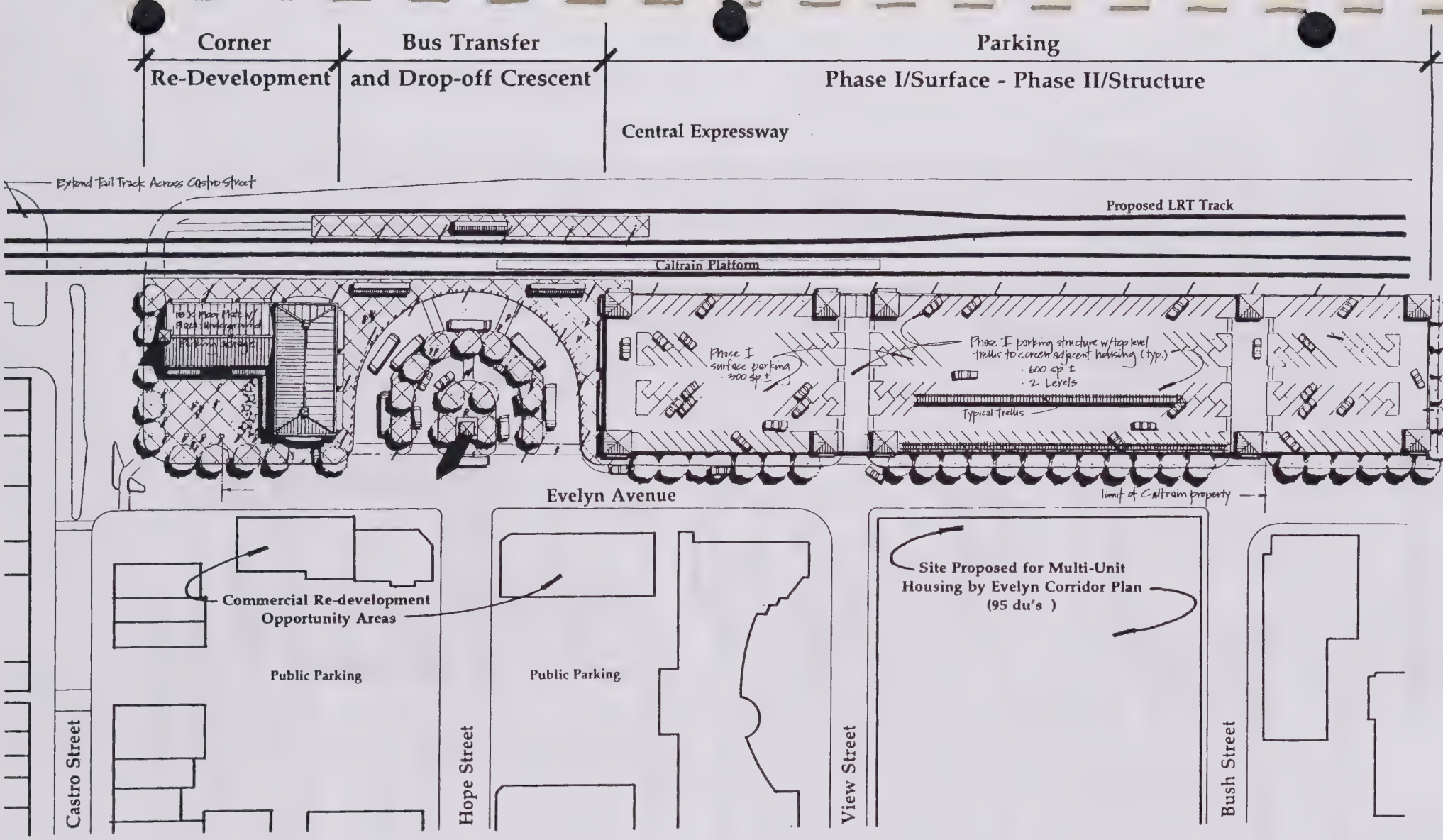
In Phase II, a parking deck would be added over the surface parking area to accommodate up to a total of 600 cars. Access drives would be located in the vicinity of the View Street and Bush Street intersections. Trellises are recommended on the deck to screen parking from adjacent commercial and/or residential structures and to provide shade for parked cars.

An option to be considered is a taller parking structure that occupies less frontage. This structure would be more expensive to construct. However, it would free land in the "Transit Services Expansion Area" for income-generating development. For example, if parking were on three levels instead of two, approximately 0.9 additional acres, or 260 linear feet of Evelyn Avenue frontage, could be available for development.

Transit-Related Commercial Development

The City-owned property at the corner of Evelyn Avenue and Castro Street should be merged with a portion of the adjacent CalTrain-owned property to support development of an attractive "Downtown gateway" commercial project. (The City-owned property currently contains a grass area, retaining wall, and the concrete "cube" Downtown entrance sign.) Income from the project could be used to fund maintenance of the Station area and/or a share of the cost for Station amenities.

As depicted by the Concept Plan, development should consist of a mixed retail and office building and a south-facing plaza. On the station-facing sides, the building should include public and transit operator rest rooms and other facilities, as well as a newsstand, flower stand, and other vendors typically associated with downtown train stations. On the Castro Street and plaza-facing sides, the building could include restaurants, shops, and services. Space on upper floor(s) could be leased for private and/or nonprofit office space. The building would be sited to allow for direct pedestrian access along the northerly and southerly facades to the



- Transit Concentrated Adjacent to Downtown
- Corner Commercial/Office Building
- Internal Circulation Network
- Concentrated Platform/Plaza Amenities

NORTH

STATION PLAZA CONCEPT

TRAIN STATION & TRANSIT CENTER

CalTrain platform and bus transfer facility.

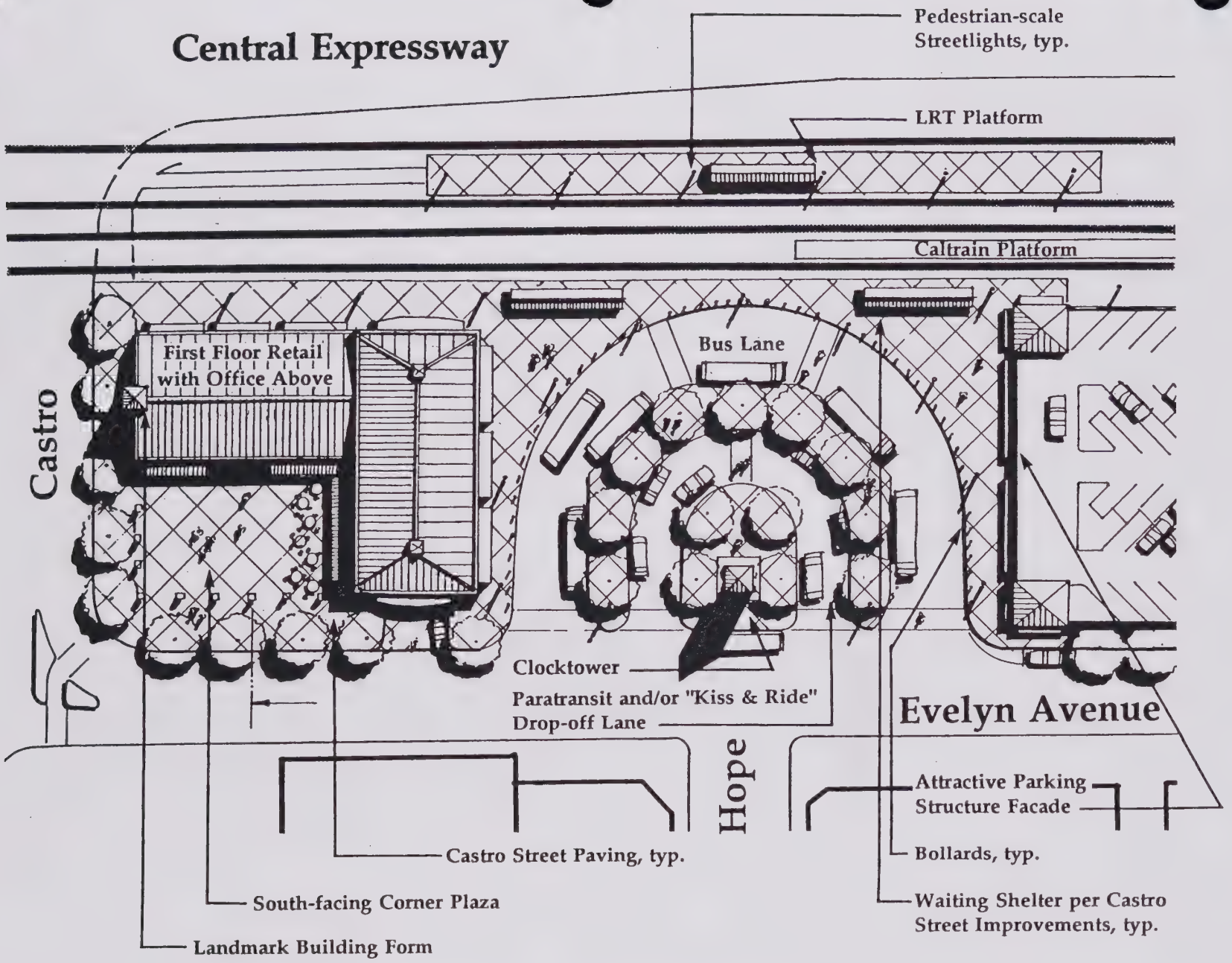
Design Amenities and Improvements

A landmark clock tower is recommended at the center of the crescent to provide a visual focus for the station and to create an attractive terminus for the view south on Hope Street. The clock tower should be traditional in design, in keeping with the forms of historic older buildings along Castro Street. The base of the clock tower could accommodate a ticket center and/or concession. The surrounding paved area should be designed as an attractive waiting area, with benches, lighting, and shade trees. Shade trees should also be extended along the inside of the crescent to screen trains and buses from views along Hope Street and provide a backdrop for the clock tower.

Paving, lights, and other furnishings within the Station area should be the same as those employed along Castro Street, so that the station functions as an extension of Downtown. Castro Street-type paving should extend throughout the pedestrian areas in the bus transfer facility, and pedestrian-scale streetlights should be extended along the Evelyn Avenue and railroad platform frontages of the Station, parking area, and around the crescent.

Lights should be placed at approximately sixty feet (60') on center. Waiting shelters should be modelled on the bus shelters designed for Castro Street. Bollards with connecting chains or some other form of pedestrian barrier should be installed along the perimeter of the crescent to discourage pedestrians from crossing the bus lane at points other than designated crosswalks.

Bicycle storage lockers could be located along the western side of the crescent in Phase I, adjacent to the existing City-owned retaining wall and turf area. In Phase II, they would be located along the perimeter of the parking structure.



STATION PLAZA CONCEPT

TRAIN STATION & TRANSIT CENTER

Chapter V

IMPLEMENTATION

IMPLEMENTATION

The Evelyn Avenue Corridor Precise Plan contains both policy and capital improvements elements. This Chapter describes the actions and/or legal mechanisms required to put these elements into effect. Policy-related actions include amendments to the City of Mountain View General Plan, Zoning Map, and Zoning Ordinance, and establishment of street plan lines.

Capital improvement-related actions include establishing the public-private financing mechanisms needed for widening and landscaping Evelyn Avenue, constructing street modifications and traffic control measures throughout the Plan Area, and improving the Downtown Train Station and Transit Center.

These actions are separate from adoption of the Precise Plan.

POLICY-RELATED ACTIONS

To have the legal authority required to guide development and capital improvements in the Plan Area, the Evelyn Avenue Corridor Precise Plan must be integrated with both the General Plan and the Zoning Ordinance. Once this is accomplished, the Precise Plan will be the primary regulatory tool for the Evelyn Avenue Corridor Plan Area.

General Plan Consistency

The Precise Plan is generally consistent with both the General Plan goals and policies. The General Plan Land Use Map is to be amended concurrently with adoption of the Precise Plan to ensure consistency between the General Plan and zoning. When the General Plan is next updated, the Circulation Chapter should be revised to incorporate the Evelyn Avenue/Villa Street east-west corridor through this area.

Zoning Consistency

The Precise Plan's detailed development standards and design guidelines are implemented by rezoning the area to the Planned Community (P) District. For any issue not addressed in the Precise Plan relevant sections of the Zoning Ordinance would apply. If there is a conflict with the regulations of the Zoning Ordinance or with other City standards, such as the City's "Design Guidelines for Single Family Homes," the Precise Plan shall apply.

This Precise Plan supersedes the following zoning designations:

— The Evelyn Avenue Precise Plan (P(18)) zone which applies to the northerly frontage of Evelyn Avenue.

— The Commercial General (CG) zone, which applies to the blocks bounded by Evelyn Avenue on the north, Villa Street on the south, Calderon Avenue on the east and View Street on the west.

— The 451 Villa Precise Plan zoning which applies to four parcels along the south side of Villa Street east of Bush Street.

— The R3-1 zoning which applies to three parcels along the south side of Villa Street.

Status of Commercial Uses

Most of the uses existing in the Evelyn Corridor Precise Plan Area in 1994 are commercial uses. Upon adoption of the Precise Plan, new commercial development can occur only in the Support Commercial and Transit Services Areas. All existing commercial buildings and uses in the Mixed-Unit Area can continue indefinitely. Buildings can be repaired, maintained and upgraded to keep them in safe condition and to improve their appearance. However, they cannot be expanded and only those structural alterations or replacements necessary to meet current requirements of the City or other agencies are allowed. If an entire commercial building or a portion of a building is damaged or destroyed by natural disaster or accident, the building may be restored or rebuilt and used as before.

In the event of permitted reconstruction arising from natural disaster or accident, undamaged structures or parts thereof on the same property may be demolished and reconstructed or the area thereof may be added to or incorporated into other permissible reconstruction when the Zoning Administrator determines, through the public hearing process, that it is necessary or desirable to facilitate street improvements or other public improvement contemplated in the Precise Plan.

If an existing use is terminated, it may be replaced as follows:

a. With a new use, listed as a permitted use in the General Commercial or Service Commercial District, of the exact type as the previous use upon the administrative finding by the Zoning Administrator that the new use matches the specific type of business of the previous use as categorized by the business license of the previous uses.

b. With a new use, listed as a permitted or conditional use in the General Commercial or Service Commercial District (except for office and R&D uses listed in Subsection d), different from the previous use upon determination by the Zoning Administrator through a public hearing process conducted in accordance with Section A36.43 that:

    1. The proposed use is of the same type of business (as determined by business license classification) and same Zoning Ordinance parking category as the former use or, if changing business type, will not, as proposed and conditioned to be operated, generate the demand for more parking than can be provided for and assigned to the proposed use.

    2. In making the determination whether the proposed use will generate more parking demand than the proposed parking space supply, the Zoning Administrator shall consider the Zoning Ordinance parking

requirements contained in Section 36.37.040, the proximity of the site to transit and the potential for business occupants to use transit services, any traffic/parking control measures proposed and funded by the applicant, and specific operations of the proposed use.

3. Upgrades to the appearance of the building and property are proposed including, but not limited to, installation of new landscaping; painting and repair of building; removal or screening of outside features like storage, refuse or equipment areas, installation of facade treatments that update the building appearance but do not alter the structural life of the building and resurfacing and restriping parking areas.

4. The proposed use will involve use of quantities or types of hazardous materials that could create risk to adjoining properties or people unless materials are stored and handled in a manner acceptable to the Fire Department.

c. New office, R&D, software development, light product assembly or testing operations are prohibited.

In the *Small-Lot R-1 Area*, the auto repair/towing use at 365 Villa Street can continue indefinitely. The building can be repaired, maintained and upgraded to keep it in safe condition and to improve its appearance. However, it cannot be expanded and only those structural alterations or replacements necessary to meet current requirements of the City or other agencies are allowed. If the entire commercial building or a portion of the building is damaged or destroyed by natural disaster or accident, the building may be restored or rebuilt and used as before. If the existing use terminates, it can only be replaced with a general commercial use upon determination by the Zoning Administrator through a public hearing process conducted in accordance with Section A36.43 that:

1. The proposed use is of the same type of business (as determined by business license classification) and same Zoning Ordinance parking category as the former use or, if changing business type, will not, as proposed and conditioned to be operated, generate the demand for more parking than can be provided for and assigned to the proposed use.

2. In making the determination whether the proposed use will generate more parking demand than the proposed parking space supply, the Zoning Administrator shall consider the Zoning Ordinance parking requirements contained in Section 36.37.040, the proximity of the site to transit and the potential for business occupants to use transit services, any traffic/parking control measures proposed and funded by the applicant, and specific operations of the proposed use.

3. Upgrades to the appearance of the building and property are proposed

including, but not limited to, installation of new landscaping; painting and repair of building; removal or screening of outside features like storage, refuse or equipment areas, installation of facade treatments that update the building appearance but do not alter the structural life of the building and resurfacing and restriping parking areas.

4. The proposed use will involve use of quantities or types of hazardous materials that could create risk to adjoining properties or people unless materials are stored and handled in a manner acceptable to the Fire Department.

Unless specifically addressed in this paragraph, the provisions of Sections 36.29 through 36.29.3 of the Zoning Ordinance ("Nonconforming Uses and Structures") shall apply to commercial buildings in the *Small Lot R-1 Area* and the *Mixed-Unit Areas*.

To facilitate residential redevelopment to the extent possible, the City will assist existing businesses in finding other areas in the City in which to locate including possible relocation to the Support Commercial Area. Assistance will be in the form of providing real estate and business contacts, facilitating review and approval of required City planning approvals needed for relocation and ensuring that there are enough areas in Mountain View that are zoned to accommodate the displaced businesses.

Street Plan Lines and Centerline Setbacks

The Precise Plan proposes to widen Evelyn Avenue between Bush Street and the easterly boundary of the Plan Area, and to alter the intersections of Evelyn Avenue and Bush Street and Villa Street and Bush Street. It also proposes new north/south streets in several locations. In order to provide for coordinated redevelopment of this area, plan lines for these new or widened streets and intersections are to be adopted. In addition, the Zoning Ordinance should be revised so that street centerline setbacks are consistent with the setbacks established in this Precise Plan.

ADMINISTRATION

All major developments within the Precise Plan Area except for those in the Transit Services Area shall be subject to approval by the City Zoning Administrator per Sections 36.22.6 through 36.22.8 of the Zoning Ordinance. Developments within the Transit Services Area shall be subject to approval by the City Council per Section 36.22.6 of the Zoning Ordinance.

Once a major project has been approved, uses which are identified as provisional uses within the Plan, building expansion and modifications and sign program changes may be granted by the Zoning Administrator after appropriate public hearings per Sections 36.22.6 through 36.22.8.

Upon granting of the Planned Community Permit, the approval of

minor sign programs, specific signs, minor site changes and building alterations, including building material changes and changes in use which are in conformity with the Precise Plan may be authorized through the Site Plan and Architectural Review (SPAR) process.

Fees

The City of Mountain View has prepared a Precise Plan and an Environmental Impact Report that contain the major planning and environmental reviews necessary for private development to occur in the Evelyn Corridor Precise Plan Area. The $198,000 cost of these planning documents will be prorated over all new development at a rate of $750 per dwelling unit and 50 cents per square foot of commercial development. These application fees apply to all new residential and commercial development within the Evelyn Corridor Precise Plan Area. They are in addition to normal planning and building fees (e.g., Planned Community permits, SPAR processing, Negative Declarations , and building permits). In the event that changed conditions require the preparation of a new Environmental Impact Report, the special fee will be waived and the applicant will pay the usual fees for EIRs.

Appendix

SUMMARY OF IMPACTS AND REQUIRED MITIGATIONS FROM ENVIRONMENTAL IMPACT REPORT

APPENDIX A

EVELYN AVENUE CORRIDOR PRECISE PLAN ENVIRONMENTAL IMPACT REPORT

FINDINGS

The following discussion of the project Findings complies with Section 15091 of the California Environmental Quality Act (CEQA). This Section states that, "No public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental effects of the project, unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding." These Findings are contained in Resolution No. 15780, certifying the Final Environmental Impact Report (EIR), which was adopted by the Mountain View City Council on December 13, 1994.

The City of Mountain View, as Lead Agency under CEQA, prepared and certified a Final EIR for the Evelyn Avenue Corridor Precise Plan and related General Plan land use map amendments and zone changes in the area generally bounded by the CalTrain tracks, Calderon Avenue, Villa/Dana Streets and View Street. These approvals allow redevelopment of the area with a mix of support commercial, medium-high density residential, medium-low density residential and transit-related uses. The Final EIR identified 19 significant environmental effects resulting from the proposed project, and determined that each of them can be mitigated to less than significant levels. All of the significant environmental effects are listed below, with an explanation of how each will be mitigated, and a finding as to the significance of the effect after mitigation. These findings are supported by substantial evidence provided in the Evelyn Avenue Corridor Precise Plan Environmental Impact Report.

A. LAND USE

No significant impacts found.

B. HAZARDOUS MATERIALS

B.1 **Effect**: The project could expose future residents to existing hazardous materials contamination.

Mitigation: Applicants for development on properties identified or suspected of containing hazardous materials contamination shall prepare environmental hazardous materials assessments to determine the extent of contamination and recommend mediation. All environmental assessments shall incorporate the requirements of the California Department of Toxic Substances Control, as

outlined in the Department's Preliminary Endangerment Assessment (PEA) Guidelines.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would identify the extent of contamination and, where necessary, require its mediation under State regulations.

C. JOBS/HOUSING/POPULATION

No significant impacts were found.

D. GEOLOGY

D.1 **Effect**: Strong groundshaking during an earthquake could threaten future structures and residents on the site.

Mitigation: Applicants for all proposed structures shall build them in accordance with Seismic Zone 4 building criteria in the Uniform Building Code.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because Zone 4 criteria enables structures to resist minor earthquakes without damage and major earthquakes without collapse.

D.2 **Effect**: The project area may contain soil conditions that could impact future structures on the site.

Mitigation: Applicants for specific development proposals shall prepare soils investigations as part of the building permit process to identify soil hazards and provide mitigation.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level, because the soils investigations would identify specific engineering techniques needed to minimize the impacts.

E. WATER QUALITY

E.1 **Effect**: The project would result in potential water quality impacts associated with construction activities and increased pollutants in urban runoff from the site.

Mitigation: Applicants for projects within the area shall conform to the requirements of the Regional Water Quality Control Board and the National Pollution Discharge Elimination System (NDPES).

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would require implementation of structural and nonstructural control measures and management practices to control the release of pollutants to the stormwater drainage system.

F. VEGETATION AND WILDLIFE

F.1 **Effect**: The project would result in potential impacts upon the riparian habitat of Stevens Creek.

Mitigation: No development, except that associated with creek improvements, will be allowed within one hundred feet (100') of the top of the bank of Stevens Creek. Development associated with the creek (e.g., trail staging areas, picnic facilities, parking) shall conduct additional environmental review to determine potential impacts upon the riparian habitat and establish mitigation as necessary.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would establish a buffer zone between development and the creek.

F.2 **Effect**: The project would result in potential locally significant impacts to Heritage trees.

Mitigation: Proposed building projects will be subject to Site Plan and Architectural Review and the City's Heritage Tree Preservation Ordinance to assure retention of Heritage trees, or, if that is unavoidable, replacement of Heritage trees per the City's requirements. Where Heritage trees are identified, applicants for development must develop and implement protective measures for the trees during and after construction.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would protect Heritage trees during and after construction, and allow removal of Heritage trees only with the approval of the Parks and Recreation Commission and the Parks Manager.

G. TRANSPORTATION

G.1 **Effect**: Build-out under the Precise Plan Area will cause the intersection of Evelyn and Calderon Avenues to operate at Level of Service (LOS) E during the afternoon peak hour. (At an unsignalized intersection, LOS refers to the minor street left-turn.)

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn and Calderon Avenues at such time as the signal is warranted. The costs of the traffic signal will be shared by new development in the Precise Plan area in proportion to the impact each project has on the intersection.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS A in the afternoon peak hour.

G.2 **Effect**: Cumulative development will cause the intersection of Evelyn Avenue at the State Route 85 northbound off-ramp to operate at LOS F in the afternoon peak hour.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and the State Route 85 northbound off-ramp at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the afternoon peak hour.

G.3 **Effect**: Cumulative development will cause the intersection of Villa and View Streets to operate at LOS E in the afternoon peak hour.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and View Street at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the afternoon peak hour.

G.4 **Effect**: Cumulative development will cause the intersection of Evelyn Avenue and Bush Streets to operate at LOS F in the afternoon peak hour.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and Bush Street at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the afternoon peak hour.

G.5 **Effect**: Cumulative development will cause the intersection of Villa and Bush Streets to operate at LOS E in the morning peak hour.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and Bush Street at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the morning peak hour.

G.6 **Effect**: Cumulative development may cause the traffic volume on View Street between Villa and Dana Streets to increase by two hundred percent (200%).

Mitigation: The City of Mountain View shall monitor traffic volumes on View Street and key indicator intersections in the area for at least four years after implementation of the S-Curve to keep track of any significant increases over baseline conditions (existing plus approved in 1994). If monitoring finds significant increases, the reconfiguration of the Villa Street/View Street intersection to prohibit certain turning movements should be implemented in conjunction with an area wide neighborhood traffic plan.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would reduce the volume of through traffic from using this and other neighborhood streets.

H. AIR QUALITY

H.1 **Effect**: The project would result in short-term air quality impacts (dust) during construction.

Mitigation: During construction, the applicants for development projects, or their contractors, shall: (1) water exposed surfaces at least twice daily, including holidays and weekends; (2) cover and anchor stockpiles of debris, soil, sand and other materials that may be blown by the wind; (3) sweep the construction area and adjacent streets of mud and debris; (4) limit the speed of construction vehicles to 15 mph within construction areas; and (5) clean construction vehicles before leaving the site. These conditions and considerations shall be stated on any building construction plans and contractor documents.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because these measures would reduce the amount of dust in the air.

I. NOISE

I.1 **Effect**: The proposed residential and commercial uses may be exposed to excessive noise levels in some areas from train, traffic and activities at the Portuguese Lodge at 361 Villa Street.

Mitigation: Applicants for new residential and commercial development shall prepare noise studies to determine specific types of standard noise attenuation methods for reducing interior noise levels to 45 dBA for residential development and 55 dBA for commercial development.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because specific noise attenuation measures, such as sound barriers, building orientation, mechanical ventilation and structural design features, will be incorporated into the building design and construction.

I.2: **Effect**: The project would result in noise impacts during construction.

Mitigation: During construction, the applicants for development projects, or their contractors, shall be required to: (1) limit construction hours to weekdays from 7:00 a.m. (7:30 a.m. if next to residential) to 6:00 p.m.; (2) use construction equipment with proper muffling equipment; (3) implement idling prohibitions; (4) provide equipment shielding; (5) notify neighbors; and (6) select quieter equipment where possible.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because these measures will reduce the period of noise exposure of neighboring residents and generally reduce construction-related noise levels.

J. VISUAL

J.1 **Effect**: The two new north-south streets between Villa and Dana Streets proposed in the Precise Plan would result in potential glare impacts upon existing residences on Dana Street.

Mitigation: The glare impacts would be mitigated by designing the streets with a slight curve and providing screening landscaping.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because the glare would be directed away from existing residences and reduced by a landscape screen.

K. CULTURAL RESOURCES

K.1 **Effect**: Cultural resources may be uncovered during construction activities, although this likelihood is low.

Mitigation: In the event that cultural resources are discovered during construction, the applicant, or contractor, will halt all work within ten feet (10') of the find until a qualified archaeologist is retained to evaluate the find, devise a plan for further investigation, and make recommendations for any required mitigation.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because any cultural resource that is uncovered will be assessed by a qualified archaeologist who will make recommendations for mitigation.

L. SERVICES AND UTILITIES

L.1 **Effect**: The project may result in potential impacts upon Police services because of additional people and property requiring services.

Mitigation: Property and other taxes generated by the proposed development will help pay for any required expansions of Police services.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because property values and sales tax are both expected to increase thereby contributing funds to the expansion of police services.

L.2 **Effect**: The project would result in potentially significant impacts upon schools in the area.

Mitigation: Applicants for future development projects shall pay State-mandated school impact fees for capital facilities in the Mountain View School District and the Mountain View-Los Altos High School District. Revenues obtained from property taxes from future project development will help pay for the operation of the schools.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because the additional school impact fees and property taxes will pay for the additional students.

L.3 **Effect**: The project would result in potentially significant impacts upon park services.

Mitigation: Applicants for future development projects shall dedicate park land or pay in-lieu fees in proportion to the number of units as required by Chapter 28, Article V, Division 4, "Provision for Park Land Dedication or Fees In Lieu Thereof," of the City Code.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because there would be additional parkland and/or money to meet the park needs of new residents.

M. TRANSPORTATION—(View Street Location)

M.1 **Effect**: Build-out under the Precise Plan Area will cause the intersection of Evelyn and Calderon Avenues to operate at Level of Service (LOS) E during the afternoon peak hour. (At an unsignalized intersection, LOS refers to the minor street left-turn.)

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn and Calderon Avenues at such time as the signal is warranted. The costs of the traffic signal will be shared by new development in the Precise Plan area in proportion to the impact each project has on the intersection.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS A in the afternoon peak hour.

M.2 **Effect**: Cumulative development will cause the intersection of Evelyn Avenue at the State Route 85 northbound off-ramp to operate at LOS F.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and the State Route 85 northbound off-ramp at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the afternoon peak hour.

M.3 **Effect**: Cumulative development will cause the intersection of Evelyn Avenue and View Street to operate at LOS F.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and View Street at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS C in the afternoon peak hour.

M.4 **Effect**: Cumulative development will cause the intersection of Evelyn and Bush Streets to operate at LOS E.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and Bush Street at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the afternoon peak hour.

M.5 **Effect**: Cumulative development will cause the traffic volume on Bush Street between Villa and Dana Streets to increase by two hundred twenty-five percent (225%) to three hundred percent (300%).

Mitigation: The City of Mountain View shall construct traffic diverters at appropriate locations as part of a neighborhood traffic protection plan, and/or the City of Mountain View shall realign the southern leg of the Villa Street/View Street intersection to allow right turns to occur to and from the south leg, in conjunction with the S-Curve. This may require acquisition of right-of-way in the southeast quadrant of the Villa Street/View Street intersection. A determination of which measure to implement will be made at the time of implementation of the View Street S-Curve.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would reduce the volume of through traffic from using this and other neighborhood streets.

LM/PRE-PLAN-1
859-10-21-96PP^

ACKNOWLEDGMENTS

CITY COUNCIL

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CITY OF MOUNTAIN VIEW

310-600 WEST EVELYN AVENUE PRECISE PLAN

310-600 WEST EVELYN PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

FEBRUARY 25, 1980

RESOLUTION NO. 12976

AMENDED RESOLUTION NO. SUMMARY

310-600 WEST EVELYN AVENUE PRECISE PLAN

PURPOSE

This Precise Plan sets forth the use and development standards appropriate to this heavy commercial and transit services area, located prominently near Downtown This plan is intended to guide developers, property owners, and the City in preparing and reviewing proposed uses and plans for improvements within the area.

BACKGROUND

The 310-600 Evelyn Precise Plan is based on the Mountain View General Plan and, more specifically, on the Central City Area Plan (CCAP), adopted June 12, 1978. The area is generally bounded by Central Expressway to the north, Route 85 Freeway to the east, Evelyn Avenue to the south, and Castro Street to the west. (See map 1, attached.) This area (containing 15.1 acres) consists entirely of the Southern Pacific Railroad lands between Evelyn Avenue and Central Expressway and between Route 85 Freeway and Castro Street. As of early 1980, it is substantially open, but much of the land is committed to railroad use--the Southern Pacific Passenger Station and parking, railroad spur lines, loading platforms, etc. There are two significant buildings on the property, one occupied by a wallboard and plastering firm, one occupied by a wholesale/retail desk and office equipment supplier. The City Council has given preliminary approval for establishment of a Santa Clara County Transit District bus passenger transfer station here, in conjunction with the SP passenger station. This area is at the nexus of five bus routes, augmenting the transit orientation of the existing and potential land uses in this area.

The CCAP noted that upgrading of the existing development is needed to better complement the surrounding residential and Downtown Revitalization area. Special street setbacks, landscaping requirements, sign controls and building rehabilitation are all needed to upgrade the area and render it more compatible with its prominent location, and to enhance its relationship to Downtown and the adjacent neighborhood.

PRECISE PLAN OBJECTIVES

1. To promote the development of an attractive entranceway into the Downtown through architectural and landscape enhancement of the area.

2. To help provide for the long-term transit needs of the community.

3. To accommodate for interim service-commercial uses.

USES

A. Principal Permitted Uses

1. Railroad passenger stations.

2. Bus passenger transfer stations.

3. Other forms of regional or local passenger transfer stations.

4. Parking lots and passenger loading areas to serve these uses.

5. Retail commercial and office uses, as appropriate to serve these transit services.

B. Provisional

1. Transportation facility service yards and buildings, not including heavy repair.

2. Freight loading and storage yards and buildings, when appropriately screened from off-site view.

3. Uses listed as permitted, accessory or conditional uses in the CG (Service-Commercial) District.

PROPERTY DEVELOPMENT STANDARDS

C. Height: The maximum height to top of building shall be three stories or 35'.

D. Front yard: There shall be a minimum yard area at least 15' deep adjacent to the street right-of-way, all of which must be landscaped, excluding driveway entrances.

E. Side yard between separate uses: There shall be a minimum side yard of 5', increased as may be required through review (see administration) to ensure a reasonable layout, taking both the particular development and adjacent development into consideration.

F. Rear yard: There shall be a minimum side yard of 5', increased as may be required through review (see administration) to ensure a reasonable layout, taking both the particular development and adjacent development into consideration.

G. Landscaping requirement: A minimum of 10 percent of the total site area shall be landscaped, including landscaping within the parking areas so that no paved area is further than 35' from a landscaped area.

H. Outdoor storage: Storage shall be screened from off-site view by a solid masonry or board fence and landscaping.

I. Noise buffering: Projects will be reviewed to determine their compliance with the General Plan sound level guidelines for transportation facilities (70 dB(A) L_{10}), measured at the property line.

J. Traffic impact: Projects will be specifically reviewed to determine their impact on traffic on the adjacent streets, including potential impact on parking demand within the area.

SIGNS

A. Identification Signs: One identification sign shall be permitted for each lot. Said sign shall have no more than two faces, shall not exceed an area

of 50 square feet for each face, shall not exceed a height of 20' above the surface of the street if freestanding, or height of eave if building-mounted.

B. Identification Signs-Occupancies: One identification sign shall be permitted for each occupancy frontage. Said sign shall not have more than two faces, shall not exceed an area of 25 square feet for each face provided, however, that any sign attach flat against a principal building may have a maximum area of 50 square feet, and shall not project above the eave of the roof or top of coping of said building.

C. Real Estate Signs

One real estate sign shall be permitted for each occupancy. Said sign shall not exceed an area of 8 square feet, shall be attached flat against a principal building, in which case it shall not project above the eave of the roof or top of the parapet, or shall be incorporated into a freestanding sign, and shall be unlighted.

D. Real Estate Signs-Unimproved Acreage

One real estate sign shall be permitted for each lot, not to exceed an area of one-fourth of a square foot for each foot of lot frontage, shall not in any event exceed an area of 50 square feet, shall not exceed a height of 10' above the surface of the street, and shall be unlighted.

ADMINISTRATION

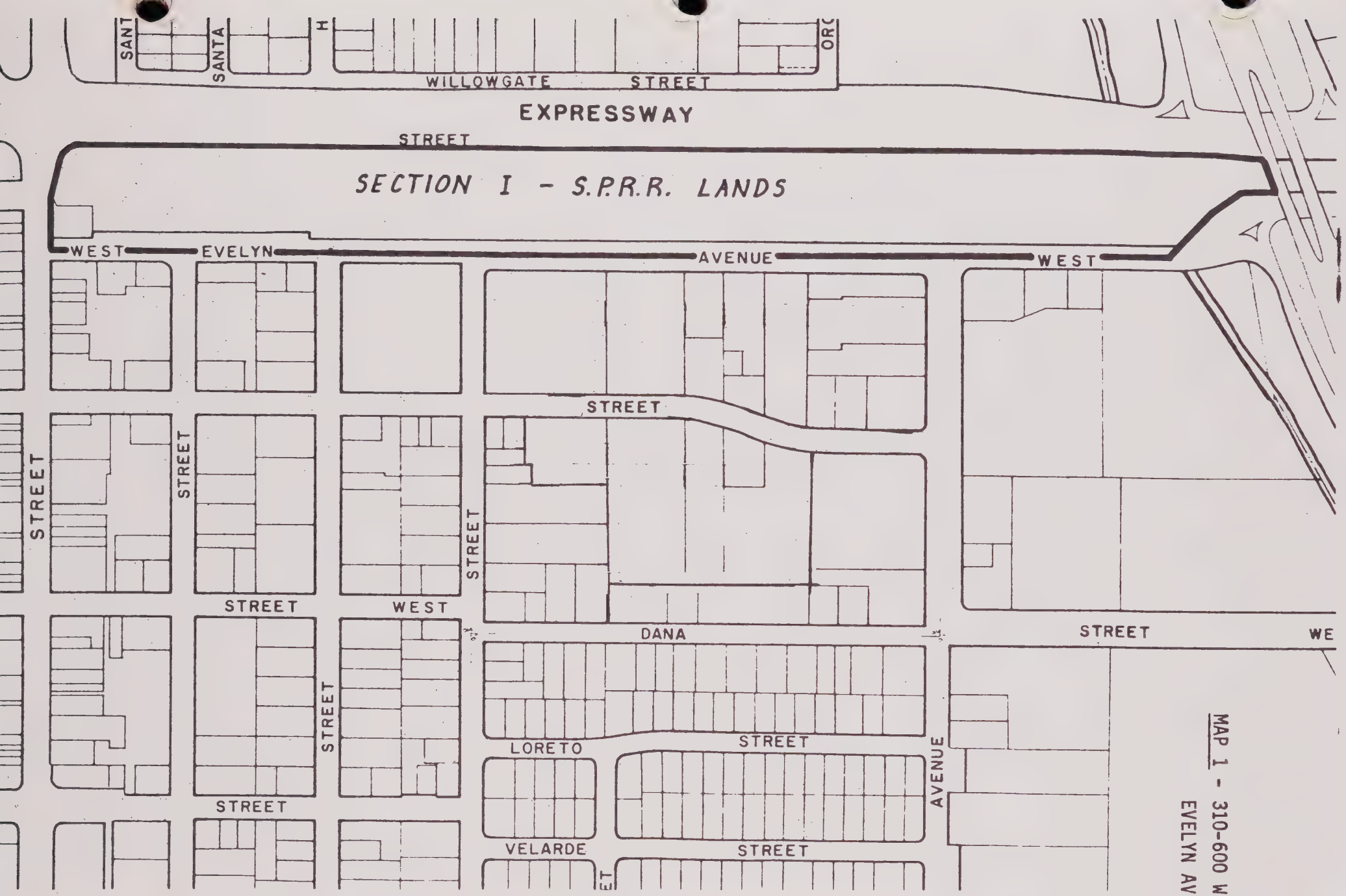
Uses listed as "provisional" and/or construction involving exceptions to the property development standards set forth in this Precise Plan shall require review by the Zoning Administrator and approval of the Planned Community Permit by the City Council, as set forth in Sections 36.22.6 through Sections 36.22.10.

Changes in land used to a "principal permitted" use and new developments which comply with the standards and criteria set forth in this Precise Plan shall be subject to public hearing review and final action by the Zoning Administrator in accordance with Sections 36.22.6 through 36.22.8.

Minor site changes, changes in tenancy or principal permitted uses, minor building additions, and signs which are in conformity with the standards and criteria of this precise plan may be authorized administratively through Site Plan and Architectural Review process without the necessity of issuance of a planned community permit or a public hearing.

Existing uses made nonconforming by this Precise Plan may be continued for a period of 40 years from the date they became nonconforming, except that an extension may be granted by the Zoning Administrator after application and a public hearing in accordance with the Sections 36.22.6 through 36.22.8. Changes in tenancy of the nonconforming use which is of the same or less intensive nature than the original use may be authorized administratively through the Site Plan and Architectural Review process without the necessity of issuance of a Planned Community Permit or a public hearing. Once a nonconforming use has been reduced in intensity, it may not thereafter be increased in intensity.

All existing buildings made nonconforming by this Precise Plan may be continued indefinitely subject to the reconstruction and alteration limitations specified. Any building damaged by natural causes or other "Act of God" where the damage is less than 50 percent of the value of the structure at the time of destruction may be replaced to bring the building back to its original form. Any building similarly damaged by 50 percent or more of value of the structure at the time of destruction may be rebuilt only if the new construction complies with all applicable property development standards.



MAP 1 - 310-600 WEST EVELYN AVENUE

CITY OF MOUNTAIN VIEW

111 FERRY-MORSE WAY PRECISE PLAN

111 FERRY-MORSE WAY PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

JULY 30, 1985

RESOLUTION NO. 14237

Amended	Resolution No.	Summary

111 FERRY-MORSE WAY PRECISE PLAN
JULY 1985

I. Basis for Application of the P Zone and Precise Plan

Site Description

The subject property is a triangular-shaped, 17.5± acre parcel bounded by Route 237, South Whisman Road and East Evelyn Avenue. Both Route 237 and Whisman Road are elevated above the property. Evelyn Avenue, the Southern Pacific railroad tracks and Central Expressway are all essentially at the same grade as the property, as is an access road parallel to Whisman Road, known as Ferry-Morse Way. The site is basically flat. Structures existing in 1984 include a large brick warehouse, a concrete office building, a concrete addition to a warehouse area and a two-story farmhouse dating back to about 1900.

The premise of this Precise Plan is to provide for transition to quality light industrial or office use when Ferry-Morse vacates the site. The relationship of this property to the Route 237 and the Whisman Road overpasses over Central Expressway results in this property and any development on it being very visible. Therefore, special attention is needed to the design of any building constructed here and to site features, including landscaping, parking lot layout, and special amenities, including fountains and public sculpture, to call attention to development on this property.

II. Basic Principles

The following principles are the general basis for the specific use and design criteria which follow in Sections III and IV.

A. This property is a highly visible, key entryway lot into Mountain View, and therefore deserves and requires superior site and building design effort. Emphasis shall be placed on creating an attractive view of the site from adjacent roadways and on landscaping used to either screen the site or to enhance features of the site or building design.

B. The land may be used for limited industrial uses, including corporate offices or research and development facilities.

C. Full right- and left-turn access will be available only at Ferry-Morse Way and at limited locations along East Evelyn Avenue. Right-turn only access will be available along the entire Evelyn Avenue frontage. Traffic signalization may be required at the full service intersections at Ferry-Morse Way and Whisman Road and at East Evelyn Avenue and Ferry-Morse Way. Uses that limit the peak-hour traffic volumes and provide traffic mitigation programs are encouraged.

III. Use Criteria

General Purpose

This Precise Plan is designed to provide an environment conducive to the development of a high-quality, low-intensity, light industrial use appropriate to its entryway location in the City.

A. Permitted Uses

1. Administrative, executive or financial offices appropriate to an industrial area.

2. Manufacture, assembly or packaging of products from previously prepared materials but not including such operations as saw and planing mills, primary production of wood, metal or chemical products from raw materials, or any use requiring outdoor storage.

3. Research and Development (R&D), engineering and prototype development laboratories or firms for the design, development and production testing of manufacturing products.

4. The Ferry-Morse Seed Company seed processing facility or similar use of the same low intensity.

5. A cafeteria associated with the major development.

B. Provisional Uses

1. Storage, warehouse and wholesale uses where no outdoor storage is permitted and where special efforts are made to screen truck-loading and circulation areas and to provide visual relief to the warehouse buildings.

2. Temporary residential use of the farmhouse associated with the principal use of the facility.

3. Other uses listed as conditional to the ML District including public, quasi-public and private uses of an educational or recreational nature.

IV. Development Criteria

A. Maximum Floor Area

The maximum allowed floor area shall be 0.35 square feet of gross floor area per square foot of net land area. If a cafeteria is included in the development, its floor area will not be included in the maximum floor area allowance.

B. Yards Along Streets

1. Ferry-Morse Way: 70' from the property line, 50 percent of which shall be landscaped.

2. East Evelyn Avenue: 70' from the property line, 50 percent of which shall be landscaped.

3. Route 237: 40' from the property line, 60 percent of which shall be landscaped. Special attention will be given to the architectural impact of any proposed building in relation to this major highway. Extension of landscaping onto the public right-of-way is also encouraged.

C. Landscaping

Landscaping shall be designed to further the quality and open nature of the industrial park. Landscaping shall be used to screen and soften parking areas or other broad expanses of paving; provide a setting for buildings; and to buffer and merge the various uses. An extensive mixture of trees of varying scale, color and form is required. Special emphasis shall be placed on large-scale conifers. All landscaping areas shall be irrigated. The use of sculpture, gardens and fountains as part of the landscaped areas shall be encouraged.

a. Minimum Landscape Coverage: 35 percent of the lot area.

b. Minimum Streetside Landscaping:

Along Evelyn Avenue and Ferry Morse Way, 40' of landscaping from back of curb to parking areas. These areas shall coordinate the private and public areas, including the sidewalk areas and shall contain appropriate mounding, landscaping, lawns, shrubs, street trees, and clusters of trees.

Minor reductions in the depth of landscaping to accommodate reasonable parking lot configurations and other site design features may be allowed, provided that the reduced landscaped area is replaced by additional street-side landscaping elsewhere adjacent to the street and that in no case is the depth of landscaping to be reduced below 20' from back of curb. Landscaping of the State right-of-way is encouraged.

c. Screened Parking:

All parking areas shall be screened to a height of 3' from the top of curb by landscaping, mounding, decorative fences or walls or a combination thereof.

Within parking lots, large-scale trees (with emphasis on broadleaf evergreen and conifers) shall be planted in landscaped strips or tree wells at a minimum spacing of one every three cars along the row to provide a canopy to obscure these areas from surrounding elevated lands. Parking layout shall minimize long views down parking aisles (for example, by aligning parking rows parallel to adjacent streets).

NOTE: Throughout the Plan, the landscape requirements are set forth as strong guidelines from which the Zoning Administrator may grant some deviation if it can be demonstrated that the modification will result in an improved overall plan.

D. Height

Building height shall not exceed four stories or 55'; except that an additional 10' high mechanical equipment screen or equipment penthouse may be permitted.

E. Other Required Conditions

1. Architectural and Site Design: In keeping with the prominent location, special emphasis shall be given

to architectural and site design excellence. Use of talented and innovative architects and designers shall be encouraged to create innovative, high-quality, one-of-a-kind buildings and site designs.

Preparation of preliminary design approaches for informal review with City staff is encouraged prior to submittal of plans for approval. Early coordination and evaluation will help ensure a complete, efficient design process which can fulfill the provisions of this Precise Plan.

2. Roof Equipment: Roof equipment shall be screened to conceal it from off-site views including from adjacent elevated roadways. Screening shall be designed as part of or to be compatible with basic building architecture.

3. Noise Generation: Noise-producing vents, fans and mechanical equipment shall meet the noise generation guidelines of the General Plan and shall be oriented away from adjacent open space uses.

4. Parking Requirements: Parking requirements shall follow the standard City parking requirements. Consideration may be given to reducing parking in multi-use facilities where it can be demonstrated that parking demands are compatible and for low-intensity industrial uses such as research and development complexes.

5. Signs: Signs shall be in accordance with a City-approved sign program to be developed by the project architect in conjunction with project approval. Said sign program shall specify the materials, colors, lighting, location, number and size of permitted signs and method of allocating sign space to individual tenants, subject to the following overall limitations:

   a. The total aggregate number of freestanding signs shall not exceed five, no more than three on any street frontage.

   b. No single sign shall exceed 50 square feet in area per face, nor a height of 10' above the surface of the adjacent public street.

   c. Building-mounted signs shall not exceed one per tenant, shall not be located above the first

floor and shall not exceed 25 square feet per sign. Building-mounted signs shall not project out from the building.

d. No signs shall be oriented towards the freeway.

e. Signs shall be located at least 10' from the public right of way.

f. Directional signs shall be separately administered by the Building Inspection Supervisor. Real estate signs are permitted per the provisions of the ML District.

6. Grading and Site Distance Plan: Each development shall include a preliminary grading plan which addresses (through maps, cross-sections, and sketches) relationships between parking, buildings, and landscaping on-site, and coordination between on-site features and adjacent roadways.

7. The following mitigation measures from the traffic study by Pang & Associates shall be incorporated into the final project:

   a. A major entrance to the site shall be provided from East Evelyn Avenue approximately midway along the street frontage.

   b. Widen Ferry-Morse Way to 40' at East Evelyn Avenue to provide separate left- and right-turn lane on Ferry-Morse Way.

   c. Participate in cost of installation of traffic signal at Ferry-Morse Way and Whisman Road.

8. Should existing farmhouse not be incorporated into the redeveloped site, developer shall make a good faith effort to relocate the building.

V. Administration

All major developments shall be approved by the City Council as per Sections 36.22.6 to 36.22.10 of the Zoning Ordinance.

Once a major project has been approved, uses which are identified as provisional uses within this plan, building expansions and modifications and sign program changes may be granted by the Zoning Administrator after appropriate public hearings as per Sections 36.22.6 through 36.22.8.

Upon granting of the Planned Community Permit, the approval of minor sign program changes, approval of specific signs, approval of minor site changes and building alterations, including building material changes and changes in use which are in conformity with the Precise Plan may be authorized through the Site Plan and Architectural Review (SPAR) process.

MJP/PLN/*SAVE*
812-5-7pp



PRECISE PLAN MAP

N

1"=400'
8-85

CITY OF MOUNTAIN VIEW

GRANT-MARTENS AREA PRECISE PLAN

GRANT-MARTENS AREA PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

SEPTEMBER 19, 1977

RESOLUTION NO. 11738

AMENDED RESOLUTION NO. SUMMARY

CITY OF MOUNTAIN VIEW
RESOLUTION NO. 11738
SERIES 1977

A RESOLUTION AUTHORIZING ADOPTION OF A PRECISE PLAN TO GUIDE DEVELOPMENT UNDER THE P DISTRICT FOR THE LANDS LOCATED ON THE EAST SIDE OF GRANT ROAD, FLANKING MARTENS AVENUE

WHEREAS, the City Council has received and considered a report dated September 12, 1977 from the Environmental Planning Commission, recommending the adoption of a Precise Plan to guide development under the P District for those lands located on the east side of Grant Road, located both north and south of Martens Avenue; such lands commonly known as the"Grant-Martens Area;"

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View that that certain document attached hereto and incorporated herein by reference as Exhibit "A", entitled "Draft Precise Plan for the Grant/Martens Area," is hereby officially adopted as the approved Precise Plan for said area; except, however, the said exhibit is hereby amended as follows:

1. Paragraph II.C. of Area B is hereby deleted in its entirety and the following paragraph is hereby substituted in its place:

> "C. Non permitted uses or uses not otherwise covered shall be subject to the nonconforming provisions of the Zoning Ordinance."

The foregoing Resolution was regularly introduced and adopted at a Regular Meeting of the City Council of the City of Mountain View, duly held on the 19th day of September, 1977, by the following vote:

AYES:	Councilmembers Lyon, Nichols,Perez and Mayor Allen
NOES:	Councilmembers Wilmuth and Moss
ABSENT:	Councilmember Frosolone
NOT VOTING:	None

ATTEST:
Alice Roylance
ALICE ROYLANCE
CITY CLERK

APPROVED:
Matthew A. Allen
MATTHEW A. ALLEN
MAYOR

I do hereby certify that the foregoing resolution was passed and adopted by the City Council of the City of Mountain View at a Regular meeting held on the 19th day of Sept., 1977 by the following vote.

Alice Roylance
City Clerk
City of Mountain View

CITY OF MOUNTAIN VIEW
RESOLUTION NO. 11739
SERIES 1977

A RESOLUTION AMENDING THE GENERAL PLAN TO ALLOW OFFICE USES NORTH OF MARTENS AVENUE ON THE EAST SIDE OF GRANT ROAD

WHEREAS, the City Council has received and considered a report dated September 12, 1977 from the Environmental Planning Commission recommending that the amendment hereinafter set forth be made to the General Plan of the City; and

WHEREAS, the City Council, after having given notice as required by law, held a public hearing on September 19, 1977 to consider the said proposed amendment and heard and considered all evidence presented at that hearing;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View as follows:

1. The General Plan, and more specifically, the Land Use Element of said Plan, is hereby amended by making these changes to pages 82 and 83 of the text of said Plan as are shown on Exhibit "A", attached hereto and incorporated herein by reference; so as to allow office uses north to Martens Avenue on the east side of Grant Road.

The foregoing Resolution was regularly introduced and adopted at a Regular Meeting of the City Council of the City of Mountain View, duly held on the 19th day of September, 1977, by the following vote:

AYES: Councilmembers Lyon, Moss, Perez and Mayor Allen

NOES: Councilmembers Moss and Wilmuth
ABSENT: Councilmember Frosolone
NOT VOTING: None

ATTEST:

Alice Roylance
ALICE ROYLANCE
CITY CLERK

APPROVED:

Matthew A. Allen
MATTHEW A. ALLEN
MAYOR

I do hereby certify that the foregoing resolution was passed and adopted by the City Council of the City of Mountain View at a Regular meeting held on the 19th day of September, 1977 by the following vote:

Alice Roylance

September 1977

Precise Plan for the Grant/Martens Area

Concept: This plan addresses the P-zoned lands along Grant Road lying to the north and south of Martens Avenue. Both parcels, because of relationship to Grant Road, lot sizes, ownership, and existing development are difficult to develop and it is essential that quality, innovative design be pursued if the areas are to become assets to the community. Area A, as shown on the map, currently consists of older single-family homes and is intended to ensure continued single-family use or a conscious transition to low-intensity office use. Area B contains a substantial open area and is to be devoted to low-density residential use oriented to ownership and families with children. This plan addresses each area separately.

Area A

Office and Residential Uses North of Martens Avenue

I. Objectives:

A. To ensure either continued single-family use or a conscious, well-designed transition from residential to low-intensity office use and to exclude retail activities.

B. To ensure safe, efficient access onto Grant Road.

C. To accommodate adaptive use of existing structures so long as they are done in a quality manner. Same flexibility may be granted by the City concerning design criteria in order to accommodate quality, adaptive use of existing structures.

D. To buffer the area from Grant Road and adjacent uses.

II. Permitted Uses:

A. The basic provisions of Sections 36.17.1 through 36.17.3 of the Zoning Ordinance listing the principal permitted, accessory and conditional uses of the Administrative and Professional Office District or O District shall apply.

B. The provisions of Sections 36.9.1-36.9.3 shall apply for single-family (R1) uses.

C. The existing veterinary clinic, not including any addition of boarding of animals, is to be considered a permanent, compatible use for the area.

III. Design Criteria:

The basic provisions of Section 36.17 or 36.9 as appropriate shall be adhered to with the following additions and exceptions:

A. There shall be a minimum front yard of at least 35 feet from right-of-way, 50% of which shall be landscaped.

B. A minimum of 25% of the lot must be devoted to landscaping and substantial buffers provided adjacent to residential uses. Parking areas are to be screened from Grant Road and adjacent residential uses.

C. The adaptive use of existing residential structures for offices may be permitted if modifications and redesign are effectively accomplished to ensure a permanent quality office use.

D. Property owners shall be required to achieve common access with adjacent properties (where feasible) and coordinate parking lot design and landscaping to create a unified look along this stretch of Grant Road.

Area B

Residential Uses South of Martens Avenue

I. Objectives:

A. To ensure development of a quality, low-density residential development offering variety, a sense of community and ownership potential.

B. To provide attractive, effective noise and visual buffers along Grant Road.

C. To minimize access to Grant Road.

D. To preserve existing residential structures and the existing convalescent hospital use.

II. Uses:

A. The basic provisions of Sections 36.9.1 through 36.9.3 of the Zoning Ordinance listing principal permitted, accessory and conditional uses of a Single-family Residential District or R1 District shall apply with density not to exceed six dwelling units per net acre.

B. The existing convalescent hospital is to be considered a permanent, compatible use for the area.

C. Non permitted uses or uses not otherwise covered shall be subject to the nonconforming provisions of the Zoning Ordinance.

III. Design Criteria:

The general provisions of the R1 zone, Section 36.9, shall be used as guidelines with the addition and exception of the following:

A. Lot layout and building design shall address the problems of access, noise and buffering. Cluster development shall be encouraged but more conventional single-family subdivision may be considered if adequately designed to address the problems.

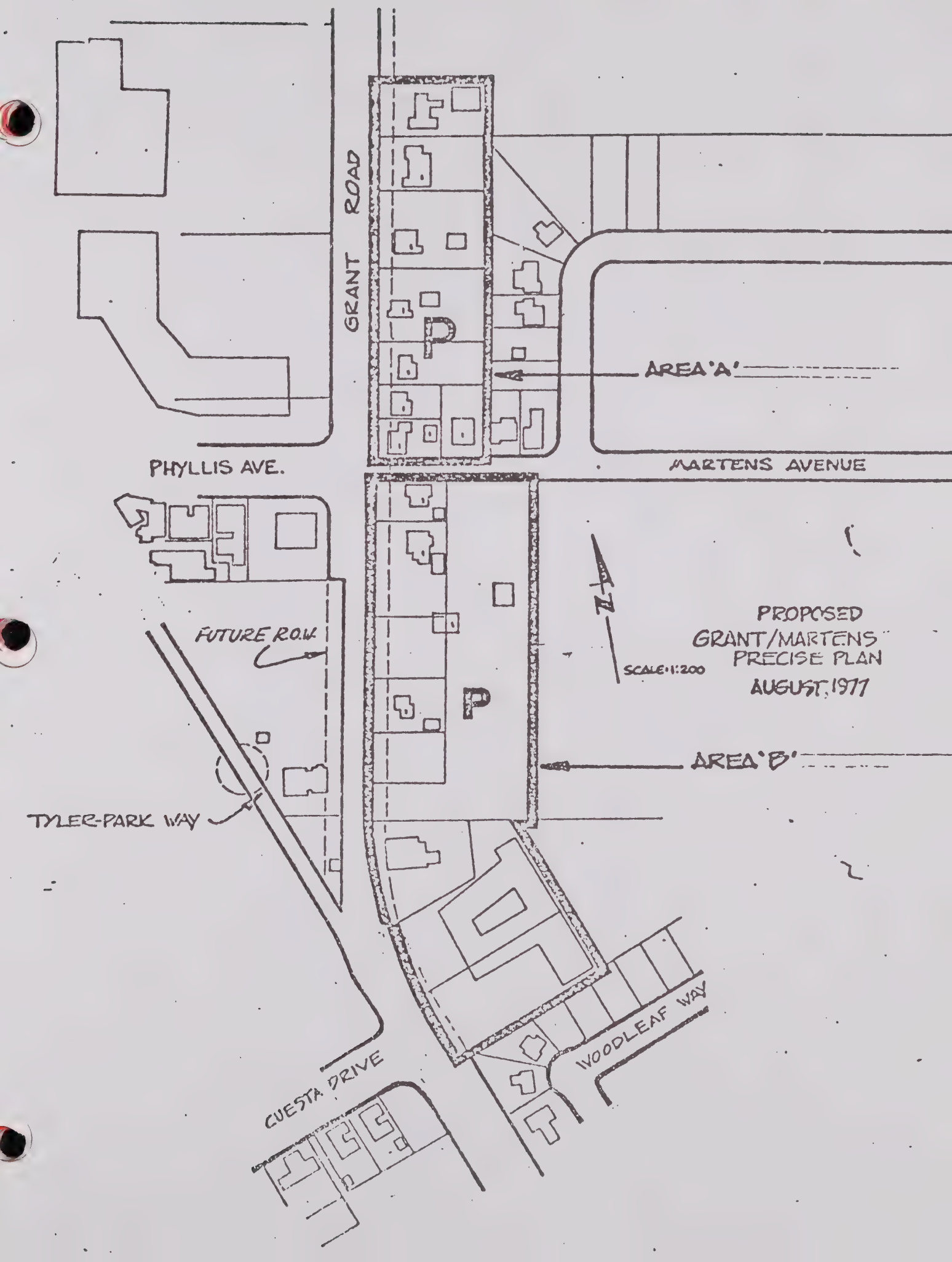
B. Effective use of building orientation, landscaping, mounding and decorative masonry walls shall be employed to minimize noise impaction from Grant Road. Interior noise levels shall not exceed L10 levels of 45dB(A) daytime and 35dB(A) nighttime.

C. Access to Martens Avenue is encouraged but a single access to Grant may be approved if it is demonstrated that it will enhance the overall quality and livability of the uses.

IV. Administration:

Application for a Planned Community Permit shall follow provisions of Sections 36.22.6 through 36.22.10 of the Zoning Ordinance. Development plan submitted as part of the PC application shall include site plans of adjacent properties showing how development, both existing and potential, can be sited, how parking and access can be shared, how noise buffering can be achieved and (in Area A), how remaining residential uses can be screened from office uses.

KA:y
Th-A6/8


GRANT ROAD
P
AREA 'A'
PHYLLIS AVE.
MARTENS AVENUE
P
FUTURE R.O.W.
PROPOSED
GRANT/MARTENS
PRECISE PLAN
AUGUST, 1977
SCALE 1:200
AREA 'B'
TYLER-PARK WAY
WOODLEAF WAY
CUESTA DRIVE

CITY OF MOUNTAIN VIEW

GRANT-PHYLLIS PRECISE PLAN

GRANT-PHYLLIS PRECISE PLAN

JULY 8, 1986

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

RESOLUTION NO. 14485

Amended Resolution No. Summary

GRANT-PHYLLIS PRECISE PLAN
JULY 8, 1986

I. AREA DESCRIPTION

The area covered by this Precise Plan is generally bounded by El Camino Real, Grant Road and Phyllis Avenue. The total land area is approximately 18.8 acres in six separate parcels under eight separate ownerships. (See Exhibit II.) At this writing, the area is substantially developed with commercial uses including, as of March 1986, a small multi-tenant, low-intensity office building, a PayLess and Albertsons store, a service station, a Handyman home improvement store and a small shopping center including a Nob Hill grocery store as the anchor tenant.

II. BASIS FOR APPLICATION OF THE P ZONE AND THIS PRECISE PLAN

This area has been zoned to the P District since 1961. No detailed precise plan was adopted for this area; however, a general land-use plan was adopted in June 1965 showing the area as "Community Shopping Center."

Redevelopment of at least the PayLess site is likely. It is important to ensure that any new tenant or building development meets the high standards appropriate to this highly visible and important regional commercial site. It is also necessary to ensure compatibility with the commercial development on adjacent sites, as well as the residential character of the surrounding neighborhood.

III. PRINCIPLES AND OBJECTIVES

These Principles and Objectives are the basis for the specific criteria which follow in Sections IV and V. They are derived from the policies and implementation statements of the General Plan, especially the Community Development Chapter. They are to be used by developers and architects in interpreting the specific criteria of the Precise Plan and in preparing plans for the site, and by the staff and City Council in reviewing such plans.

A. The primary land use focus of this commercial area is to serve the regional shopping market, placing an emphasis on large-scale uses, offering a variety of goods and services and drawing customers from a wide market area.

B. Major retail outlets are strongly encouraged and are considered a necessary part of any new development. Major restaurants may be considered regional commercial uses.

C. Local-serving retail and office uses may be appropriate if clearly secondary to the regional commercial emphasis of this area.

D. Large-scale offices, especially those serving as employment centers rather than service outlets, are not appropriate.

E. Quality design and continued maintenance and upgrading of this area is needed.

F. Buffering of adjacent residential areas from this major commercial concentration is required.

G. Careful design of pedestrian, automobile and truck access and movement is needed to facilitate such movement among the separate properties and to buffer adjacent residential areas from the negative impacts of such traffic.

H. The design of each project (including new development, remodeling or major change of use within the center) should lead to further improvement and visual integration of this commercial area.

IV. USE CRITERIA

A. Permitted Uses

1. Large-scale (i.e., having single store floor area of approximately 30,000 square feet), indoor retail anchor uses primarily oriented to serving the broad community and the surrounding region. Retailers offering a wide variety of goods such as a department store (e.g., Ross stores, Gemco, Penneys) or major drugstore (e.g., Longs, PayLess) are specifically encouraged. Grocery stores are also allowed. Outdoor retailers will not be permitted (e.g., auto dealers and lumberyards).

2. Restaurants including serving of beer and wine incidental to food service. However, any establishment providing bar service not incidental to food service or business allowing live music or

dancing shall require consideration as a provisional use. Outdoor restaurant space is also encouraged. Drive-up restaurants are not to be allowed. Freestanding restaurants must have a minimum floor area of 5,000 square feet and must be table service restaurants.

3. Community- or local-serving uses occupying no more than 60 percent of the total floor area in the Grant Regional Shopping Plaza, including the following:

   a. Banks and other local-serving office uses.

   b. Automobile gas stations, including minor auto repair.

   c. Retail and personal service uses.

B. Provisional Uses*

1. Bars, cocktail lounges and establishments permitting live music or dancing.

2. Outdoor display or sales space including "nursery" areas.

3. Theaters, auditoriums, meeting spaces or similar entertainment uses.

4. Major automobile service or minor auto repair not incidental to a service station and car washes when located completely within a building.

5. Any other uses of a similar nature as determined by the Zoning Administrator, providing that non-regional commercial retail, personal service or restaurant use shall not occupy more than 60 percent of the total sum of the floor area in the Grant Regional Shopping Plaza.

V. DEVELOPMENT GUIDELINES

A. Building Height--two stories or 35', whichever is less, plus a roof equipment screen of up to 10', provided such screen is either at least 20' behind the

* All provisional uses shall be approved by the City Council (See Section VI: Administration).

edge of roof or is integrated into the roof design. (See General Design Guideline G-7.)

B. Yards and Setbacks

1. Grant Road--a minimum of 75' from the center line for 25 percent of the lot frontage; and a minimum of 120' for the remainder of the frontage.

   Oak Street--a minimum of 45' from the center line.

   Pamela Drive:
   West Side--a minimum of 45' from center line.
   East Side--a minimum of 75' from center line.

   Phyllis Avenue--a minimum of 100' from the center line.

2. At commercial-to-commercial property lines--no minimum is required.

3. At commercial-to-residential property lines--55', which may be reduced to a minimum of twice the height of the building wall if no mechanical equipment, blowers, exhausts, vents, trash enclosures, loading docks, truck parking areas or other noise or heavy activity-producing elements are located at the residential-facing portion of the building.

D. Landscaping

1. A minimum of 15 percent of the site shall be landscaped. More may be required to effectively screen certain uses, buffer housing or improve the site design.

2. Surface parking shall be screened from street view by a minimum 20' wide landscaped area which shall incorporate on-site tree planting and varied, undulating mounding to complement the Grant Road and Phyllis Avenue median landscaping.

3. Boundary lines with residential areas shall be buffered with a minimum 10' landscaped area which shall incorporate extensive use of large, evergreen trees and a 7' decorative masonry wall.

E. Parking and Loading

1. Parking shall conform to the standards of Zoning Ordinance Section 36.37.1, including incorporated landscaping.

2. Truck Loading Areas

   a. Shall be provided for major tenants with access and maneuvering room separate from the automobile parking and circulation areas.

   b. Entryways into the site shall be separate and clear from parking lot and maneuvering areas for a distance of 40' from the street curb.

   c. Shall be either located away from residential areas or shall be provided with noise barrier walls as needed to protect residential areas from truck noise. Any such barrier walls shall be architecturally integrated with the building design.

   d. Mutual use of truck access areas with adjacent properties shall be provided if possible.

3. Mutual access off of streets and coordination of internal circulation between separate properties is required.

F. General Design Guidelines

1. Each project shall endeavor to visually improve and relate to the separate commercial developments in this precise plan area to form a complementary and well-designed center.

2. Specific design style or materials are not required, but the projects must utilize materials and designs that are appropriate to the horizontal scale and residential character of the area. Compatible materials and shapes include textured surfaces, warm colors, wood and wood trim, sloped roofs or roof overhangs, and features providing shadows and other changing relief.

3. Landscaping along the perimeter property lines and against the building shall be used to mitigate the large scale of property and buildings in this area.

4. Specimen quality, Heritage redwood trees currently exist on the two larger properties to the south. These trees shall be retained in any future development of these properties. In addition, new development of the northerly large parcel shall incorporate new major landscaped areas of large-scale trees.

5. Clear, separate pedestrian access shall be provided from the street to the buildings and between buildings, including buildings on separate lots, including use of special surfacing of major walkways and crosswalks. The pedestrian linkage from the Grant Road stop light at the entrance driveway opposite Bentley Square is particularly important.

6. Any outside display areas and nursery areas must be designed to complement the building and site design, and shall be confined to the approved designated area only and shall not interfere with pedestrian or vehicular circulation.

7. All roof equipment shall be screened from view on all sides with roof screening that is architecturally integrated with the building.

8. Noise-producing vents, fans, compressors and other mechanical equipment, as well as truck parking, storage or loading areas where similar equipment may be operated, shall be oriented away from residential areas and in no case result in mechanical equipment noise exceeding 55 dB(A) during the day or 50 dB(A) at night at any location on adjoining residential property.

9. The introduction of publicly oriented artwork is encouraged.

H. Signs

Maximum sign areas shall generally comply with the provisions of the C3 District. Maximum allowed freestanding sign height shall not exceed 20'. All signs shall be in accordance with a master sign program for the property and each specific site's sign program will be reviewed in conjunction with other sign programs within the area to provide a sense of continuity.

I. Upgrading Existing Facilities

Plans to upgrade existing buildings and sites would be required in conjunction with any additional floor area or intensifications of use on this property. Such plans would need to include as a minimum:

A. Repaving/resurfacing and restriping the parking.

B. Adding perimeter buffering, screening and parking lot landscaping per Section D.

C. Trash enclosures.

D. Screening of loading areas.

E. Screening or elimination of outside storage and equipment.

F. Roof equipment screening and buffering as needed.

In conjunction with land use changes, new signs, site modifications, building expansions, intensification of uses and new buildings, upgrading to meet development standards will be required appropriate to the extent of changes as well as the need for such upgrading. The northerly portion of this area containing the PayLess/ Albertsons development has, for example, long been recognized to be in need of significant upgrading with respect to landscaping, parking lot condition, illegal outside storage, inadequate buffers to residential and loading and outside equipment, etc.

VI. ADMINISTRATION

All major developments shall be approved by the City Council per Sections 36.22.6 through 36.22.10 of the Zoning Ordinance. In addition, uses which are identified as provisional uses within this Plan shall be approved by the City Council.

Once a major project has been approved, building expansions and modifications within the original design intent of the Council-approved plan as well as a sign program shall be approved by the Zoning Administrator after appropriate public hearings in accordance with Sections 36.22.6 through 36.22.8.

The approval of minor sign program changes, the approval of specific signs, the approval of minor site changes and building alterations, including building material changes and changes in use which are in conformity with the Precise Plan may be authorized through the Site Plan and Architectural Review (SPAR) process.

MJP/PLN/*S*
812-4-2pp



GRANT-PHYLLIS PRECISE PLAN MAP

N 1"=200'

CITY OF MOUNTAIN VIEW

GRANT-PHYLLIS TRIANGLE PRECISE PLAN

GRANT-PHYLLIS TRIANGLE PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

JUNE 28, 1965

RESOLUTION NO. 6693

AMENDED	RESOLUTION NO.	SUMMARY
April 28, 1975	10455	Development guidelines and area map adopted for lands south of Phyllis Avenue
March 14, 1977	11415	

CITY OF MOUNTAIN VIEW
RESOLUTION NO. 10455
SERIES 1975

A RESOLUTION AMENDING THE PRECISE PLAN FOR THE GRANT/ PHYLLIS TRIANGLE

WHEREAS, on June 28, 1965, the City Council adopted Resolution No. 6693 approving a Precise Plan for the Grant/ Phyllis triangle; and

WHEREAS, on March 19, 1975, the Environmental Planning Commission held a public hearing to consider amendment of such Precise Plan; and

WHEREAS, the City Council has received and considered a report dated April 3, 1975 from the Environmental Planning Commission recommending amendment of the Precise Plan for the Grant/Phyllis triangle as is more particularly set forth in said report; and

WHEREAS, on April 28, 1975, the City Council held a public hearing to consider the recommended amendment to said Precise Plan;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View that the Precise Plan for the Grant/ Phyllis triangle be and it is hereby amended as follows:

1. The proposed Precise Plan map which is attached to said April 3rd report from the Environmental Planning Commission is hereby adopted as the map for said Precise Plan in place of the map formerly adopted.

2. The development guidelines dated April 7, 1975, attached to said report, are hereby adopted as additional development guidelines for the lands south of Phyllis Avenue.

The foregoing Resolution was regulary introduced and adopted at an Adjourned Regular Meeting of the City Council of the City of Mountain View, duly held on the 28th day of April, 1975, by the following vote:

AYES:	Councilmembers Allen, Anderson, Cusimano, Gordon and Perez
NOES:	Councilmember Jelavich and Mayor Moss
ABSENT:	None
NOT VOTING:	None

ATTEST:

Jean Hixson

JEAN HIXSON
CITY CLERK

APPROVED:

Judith Moss

JUDITH MOSS
MAYOR

A PRECISE PLAN FOR THE GRANT-PHYLLIS TRIANGLE

The development criteria for implementation of the P District will apply to the triangle of land bounded by Grant Road, Phyllis Avenue and Tyler-Park Way, except for the already developed R2 lands at the southeast corner of Phyllis Avenue and Tyler-Park Way, Area C on the attached map.

I. USE

Parcel A. This approximately 1/2 acre parcel of land shall be devoted to low-intensity office uses generally as prescribed within Section 36.17.1 of the O (Administrative and Professional Office) District of the Zoning Ordinance.

Parcel B. The approximately 1.8 acre (net) parcel shall be devoted to the uses permitted within the R2 District as prescribed in Section 36.10.1 through 36.10.3 of the R2 (Single-family and Two-family Residential) District. A maximum average density of 12 dwelling units per net acre may be reduced if necessary in order to accomplish the provisions of the design criteria which follow.

Use of the land for senior citizen housing shall be encouraged. An increase in density of up to forty (40) units per acre for a residential development which clearly serves the need of senior citizens and which is designed so as to complement the adjacent residences. Parking requirements may be reduced where it is clearly demonstrated that more parking is not required to serve the residents of the development.

Extended care facilities are not permitted in the Grant-Phyllis Triangle Area.

II. DESIGN CRITERIA - PARCELS A & B

A. Structures:

The design of structures shall ensure a compatible relationship in terms of architecture and use of materials with the existing residential development along Tyler-Park Way. Buildings on Parcel B shall be limited to no more than four dwelling units per building.

Senior citizen housing must also retain a low-intensity residential profile. Connected buildings may be approved where clearly demonstrated as necessary for the functioning of the approved use.

B. Height:

Building heights will be limited to 25 feet.

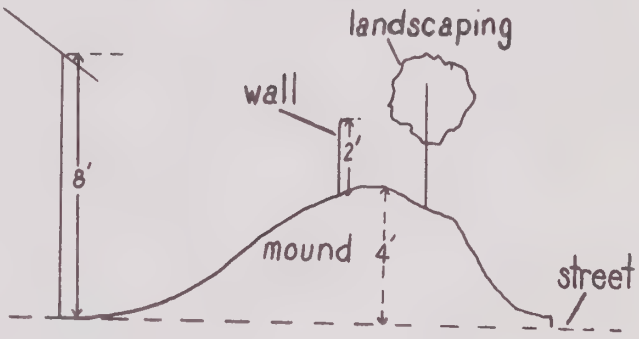
C. Coverage:

A minimum of 55% of Parcel B and 45% of Parcel A shall be devoted to open green areas.

The existing stand of specimen trees shall be preserved and enhanced as a buffer to uses on the land.

D. Noise:

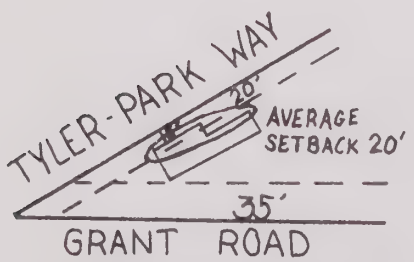
The site design layout, building design and orientation of buildings shall be such as to minimize the effects of residential uses of noise emanating from Grant Road. Noise barriers shall be constructed and designed to incorporate mounding and landscaping while avoiding extensive use of masonry walls. A noise attenuation wall will be constructed at the rear property lines as part of the construction of the office use of Parcel A.



E. Access:

Access to Parcels A and B will be limited to no more than one point of access from Grant Road for each parcel. Primary access for Parcel B shall be taken from Tyler Park Way. Plans adopted for Tyler Park Way require construction of a cul-de-sac when property B develops, eliminating access from Tyler Park Way directly to Grant Road. Serious consideration shall be given to prohibiting access to Grant Road from Parcel A.

F. Yards and Setbacks:



A 20 foot average building setback from the street right-of-way with a 15 foot minimum will be maintained along Tyler Park Way. An average setback of 10 feet will be maintained for walls or fences in excess of 3 feet in height unless utilized in conjunction with mounding for noise buffering along Grant road. Residential buildings which are oriented to Grant Road shall be set back a minimum of 35 feet. The minimum along Phyllis Avenue shall be 20 feet.

The Plan must show the means of coordination and buffering of the properties within the triangle. A minimum 10 foot heavily landscaped buffer will be provided adjacent to residential properties, by Parcel A.

III. ADMINISTRATION

The provisions of Section 32.22.6 through Section 36.22.10 of the P (Planned Community) District shall apply for application and review of development proposals under this Precise Plan.

S-A-8,9,10

C
PHYLLIS AVENUE
76.28
86.11
30
76.30
100.21
127.35
65.92
119.93
158.32
118.26
A
63.0
76
139.01
33
75.46
131.92
131
34
160
30
130.92
392.53
98' GRANT ROAD
B
TYLER - PARK WAY
507.27
635.38
43.98
101.36
N
scale 1"- 200'

CITY OF MOUNTAIN VIEW

1101 GRANT ROAD PRECISE PLAN

1101 GRANT ROAD PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

FEBRUARY 14, 1977

RESOLUTION NO. 11371

AMENDED	RESOLUTION NO.	SUMMARY
March 28, 1977	11437	1101 Grant Road (Monte Vista Site)--secondary emergency access and a water line loop.

CITY OF MOUNTAIN VIEW
RESOLUTION NO. 11437
SERIES 1977

A RESOLUTION AMENDING PRECISE PLAN FOR 1101 GRANT ROAD

The City Council of the City of Mountain View does resolve as follows:

That the Precise Plan for 1101 Grant Road (Monte Vista site) is hereby amended to provide for a secondary emergency access and a water line loop from Grant Road.

The foregoing Resolution was regularly introduced and adopted at an Adjourned Regular Meeting of the City Council of the City of Mountain View duly held on the 28th day of March, 1977, by the following vote:

AYES:	Councilmembers Allen, Lyon, Moss and Mayor Perez
NOES:	Councilmembers Frosolone, Gordon and Wilmuth
ABSENT:	None
NOT VOTING:	None

ATTEST:
Alice Roylance
ALICE ROYLANCE
CITY CLERK

APPROVED:
Joseph R. Perez
JOSEPH R. PEREZ
MAYOR

an Adjourned Regular
28th March, 1977
Alice Roylance

CITY OF MOUNTAIN VIEW
RESOLUTION NO. 11371
SERIES 1977

A RESOLUTION ADOPTING PRECISE PLAN FOR
1101 GRANT ROAD

The City Council of the City of Mountain View does resolve as follows:

That the Precise Plan for 1101 Grant Road as submitted with the January 25, 1977 report of the Environmental Planning Commission is hereby adopted for the 1101 Grant Road land to provide development guidelines.

The foregoing Resolution was regularly introduced and adopted at a Regular Meeting of the City Council of the City of Mountain View duly held on the 14th day of February, 1977, by the following vote:

AYES:	Councilmembers Allen, Lyon, Moss and Mayor Perez
NOES:	Councilmembers Frosolone, Gordon and Wilmuth
ABSENT:	None
NOT VOTING:	None

ATTEST:

Alice Roylance
ALICE ROYLANCE
CITY CLERK

APPROVED:

Joseph R. Perez
JOSEPH R. PEREZ
MAYOR

I do hereby certify that the foregoing resolution was passed and adopted by the City Council of the City of Mountain View at a Regular meeting held on the 14th day of Feb., 1977 by the following vote.

Alice Roylance
City Clerk of the City of Mountain View

1101 GRANT ROAD - PRECISE PLAN

Guidelines for Property Development Under the P (Planned Community) District

I. Property Description: The site consists of approximately 13.2 acres of land (after Grant Road dedication) located on the east side of Grant Road, approximately 400 feet south of El Camino. Surrounding uses include the Mountain View Shopping Center to the north, the Payless-Handyman complex to the west, a mobile home park to the east and single-family homes to the south. The General Plan designates the area for mixed density residential use. Development constraints consist of:

1. The potential for traffic congestion along Grant Road.

2. Noise from traffic and commercial uses.

3. The need for careful design to achieve a proper transition between the various commercial and residential uses.

II. Development Concept: The area should accommodate a low-density, owner-occupied, single-family subdivision and a higher density area of senior citizen housing. There is to be no commercial development of the site. The Planned Community District procedures shall be utilized to ensure a high-quality, well-designed merger of uses. The developer shall follow the criteria listed below in preparing a plan for City review.

III. Land Use and Development Criteria:

A. Senior Citizen Housing

1. Not more than four acres of the site may be used for senior citizen housing. Location of such housing adjacent to Grant Road is encouraged since it is near commercial uses. The higher density development can be an effective visual transition, and building mass can screen noise from the site. Special design consideration should be given to facilitating convenient, safe pedestrian access to adjacent commercial resources.

2. Up to 250 units of multiple, senior housing may be developed. The special nature of senior citizen housing, (e.g., small units, common facilities, small family size, need for low cost, and low automobile use) justifies development at substantially higher than normal densities. A maximum of 80 dwelling units per acre may be considered, depending on specific design of the site plan and buildings.

3. Housing must be available at substantially below-market rates. Federal, state or private assistance programs, alone or in combination, will be pursued to ensure such affordable housing for senior citizens.

4. The minimum parking ratio shall be .35 cars per unit, commensurate with low automobile ownership for senior citizens. Special attention shall be given to providing guest parking and transit facilities.

5. Should an acceptable senior housing program not materialize after demonstrated property owner effort, the City Council shall review the progress within 18 months of adoption of this plan and may proceed to either landbank the property or allow single-family development of the entire site. The initial R1 subdivision shall show how the subdivision may be extended into the senior citizens area, if ultimately necessary.

B. Single-Family Housing

1. The density shall not exceed five (5) dwelling units per gross acre of land devoted to single-family use.

2. Provisions for common lot line development shall be encouraged to create usable open space.

C. General Criteria

1. The site plan, building orientation, and structural designs shall seek to avoid or screen noise from the commercial uses and Grant Road.

2. The site plan must provide for gradual, well-designed transitions between Grant Road, the commercial uses and the two densities on the site. Development (i.e., low and high density) may be phased.

3. Innovative roadway and driveway design shall be encouraged to minimize the area devoted to paving and encourage landscaping.

4. Innovative R1 subdivision street patterns and lot layout shall be encouraged.

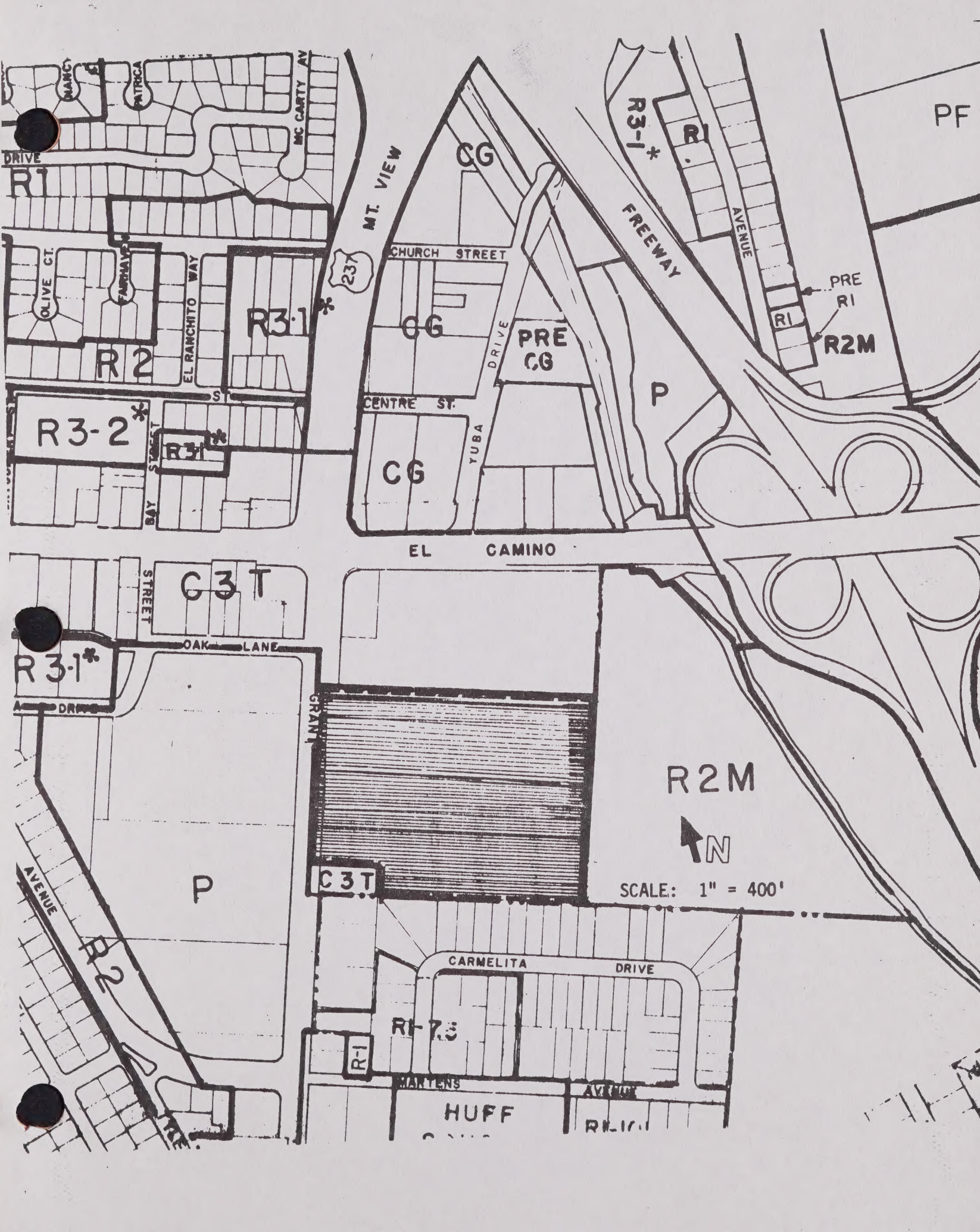
5. There may be no more than one new public street opening onto Grant Road. Consideration shall also be given to the need for a Grant Road pedestrian crossing.

6. A secondary, emergency vehicle access shall be considered during the subdivision design and PC permit review. A loop water system beginning and ending at Grant Road shall be included in the project design.

IV. Administration

1. The City Council shall act upon the initial PC permit for the subdivision and development concept of this site. Said permit may occur concurrent with subdivision consideration. Said permit may specifically authorize subsequent specified reviews to be acted upon by the Zoning Administrator

MP/S#1
B-1-3


NANCY
PATRICIA
MC CARTY AV
DRIVE
R1
OLIVE CT.
FAIRHAVEN
EL RANCHITO WAY
R2
R3-1*
R3-2*
BAY
MT. VIEW
237
CG
CHURCH STREET
CENTRE ST.
YUBA
DRIVE
PRE CG
P
R3-1*
R1
AVENUE
FREEWAY
PF
PRE R1
R2M
EL CAMINO
C3T
STREET
OAK LANE
R3-1*
DRIVE
GRANT
R2M
N
SCALE: 1" = 400'
P
AVENUE
R2
C3T
CARMELITA
DRIVE
R1-7.5
R-1
MARTENS
AVENUE
HUFF



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